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CAPITAL PAID UP -	14,372,956
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59, High Street, Notting Hill Gate, W.
113, Victoria Street, S.W.
190a, Sloane St., S.W.
42, Buckingham Palace Rd., S.W.
82, Gloucester Rd., S.W.
38, Hill Rd., Wimbledon, S.W.
71, George Street, Richmond, S.W.
358, Strand, W.C.
96, Southampton Row, W.C.
289, Finchley Rd., Hampstead, N.W.
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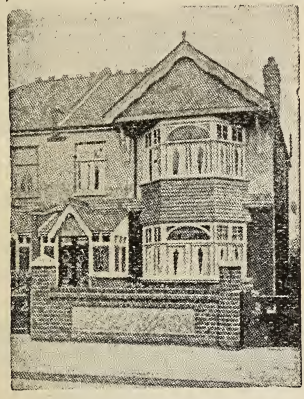

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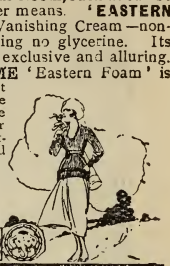

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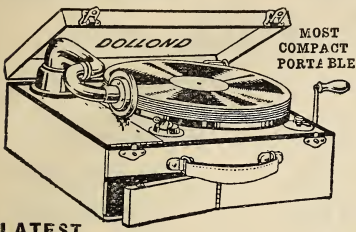

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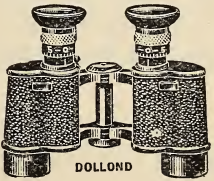

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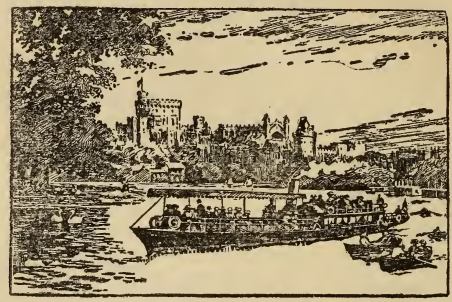

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TO THE

CHANNEL ISLANDS,

WITH EXCURSIONS TO

BRITTANY AND NORMANDY.

MAPS OF JERSEY, GUERNSEY, SARK,
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JAN 14 1943

MAPS AND PLANS

The Channel Islands and adjoining Coast of France *Frontispiece*

Jersey . . . . . *Faces p.* 25

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Barmouth, &c.
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Killarney and S.W. Ireland
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Tourist Handbooks.

Continental.

Belgium
Holland
Norway
Paris and Environs
Rome
Switzerland

British.

Lake District, The
London (with additional maps and complete Index to Streets)
North Wales (Northern and Southern Sections combined)

THE CHANNEL ISLANDS

"Maternal Nature! for who teems like thee? . . .
A blending of all beauties, streams and dells:
Fruit, foliage, crag, wood, cornfield, mountain, vine,
And chiefless castles breathing stern farewells
From grey but leafy walls, where ruin greenly dwells."
Childe Harold's Pilgrimage.

INTRODUCTION.

Holidays in Sunny Islands—Unique Climatic Advantages—Hotels and Tariffs—Postal Information.

TO find the perfect "blending of all beauties" referred to by the poet, one need not travel farther than to the archipelago, known as the Channel Islands, lying close to the Normandy coast, the principal islands being Jersey, Guernsey, Alderney and Sark. Poets have sung the praises of the Islands; artists have lingered lovingly amid their romantic scenes. Modern writers, from Victor Hugo to Sir Gilbert Parker, have striven adequately to record a few of the perennial charms which grace the Islands. Charles Wood declared that without "a pen dipped in liquid sunshine" words were futile; and Max O'Rell, notwithstanding a Frenchman's natural predilection for *la belle France*, wrote: "I have been round the world; I know America, Australia, New Zealand; and I know Europe fairly well. I do not remember having ever spent a fortnight more agreeably than in the pretty, picturesque and interesting island of Jersey. It is probably the El Dorado of the earth." Said Sir Benjamin Brodie: "If you want health for the body, rest for the mind, pure air and splendid scenery, all of God's gifts which go to make a terrestrial Paradise, I emphatically advise you to go to Jersey." To sum up in the words of Professor Ansted, "For those who love wild nature, Sark, Guernsey, Alderney and Herm, and the north of Jersey, are inexhaustible. For those who prefer gentler and softer beauties, the interior of Jersey is equally rich."

To her other gifts to the Channel Islands, Nature adds the chief gift of all—sunlight—with greater prodigality than elsewhere. No other spot in the British Isles can approach the annual record of Jersey and Guernsey in the matter of bright sunshine. Moreover, the insular position guarantees an air impregnated with saline and ozone to a greater degree than can ever obtain on the seaboard of the mainland.

To attempt to decide the practical question, Which island offers the best scope for a holiday—Jersey, Guernsey, or Sark ?—would be invidious. If possible, try them all, for each differs from the others, as do individual tastes. Many visitors prefer the lanes of Guernsey to those of Jersey. The air is slightly more bracing in the smaller island, and its hedgerows boast a more luxuriant garniture of ferns. Jersey, with its longer coast-line, has many more points of interest ; but Guernsey, being smaller, and St. Peter Port centrally situated, is more readily explored. The latter island has on its south coast a series of bays enclosed with tall, precipitous cliffs, not surpassed for beauty, if they are equalled, in the sister island. Jersey is within easy touch of France, and a moderate sum pays one's return fare to fascinating old Brittany towns, or to the incomparable Mont St. Michel. Guernsey, on the other hand, is separated only by six miles from Sark, that "pearl set in a silver sea," indisputably the loveliest handiwork of Nature in these parts.

There is one difference, however, between the inland scenery of the two islands which tells largely in favour of Jersey, namely, the valleys. Jersey has about half a dozen valleys of surpassing loveliness and charm, valleys through which it is a constant delight to walk or drive, the former for preference.

Hotels and Tariffs.

In Jersey the number of hotels is much greater than in Guernsey. Visitors to either, especially during July, August and September, should make arrangements for rooms as early in advance as possible. This is even more necessary in the case of Sark, where the available accommodation is generally bespoken months in advance.

We give below, for the convenience of intending visitors, a list of the principal hotels. Where tariffs are appended they have been supplied by the proprietors themselves.

The War led to so many fluctuations of price, however, that the terms are now inserted merely as an indication of the grade of establishment and should in all cases be verified by previous inquiry.

[ABBREVIATIONS: *R.*, bedroom; *b.*, breakfast; *l.*, luncheon; *t.*, tea; *d.*, dinner; *a.*, attendance; *fr.*, from; *temp.*, temperance. Week-end terms include dinner or supper on Saturday and breakfast on Monday.]

JERSEY.

St. Helier.

Royal Yacht.

Halkett: *R.*, single, 3/6; double, 6/–; *b.*, 2/6; *l.*, 3/–; *t.*, fr. 1/–; *d.*, 4/–.
Boarding terms: 12/6 per day; 84/– per week.

Royal: *Boarding terms:* fr. 15/– per day.

Grand, Esplanade.

Star.

Stag's Head.

Tytherleigh's, Esplanade.

Pomme d'Or, near landing stage.

British: *Boarding terms:* fr. 12/6 per day.

Southampton.

Private Hotels and Boarding Houses.

Abergeldie, St. Clement's Road.

Pension Victor Hugo, Havre des Pas: 10/– per day; 63/– per week.

Belle Vue, Havre des Pas: *Boarding terms:* fr. 9/– per day; fr. 55/– per week.

Gloucester.

Mourant's Temperance, 31, Broad Street.

Piccadilly, Gloucester Street, Esplanade: fr. 8/6 per day.

Franklin House, Val Plaisant: fr. 10/6 per day; fr. 72/6 per week.

French Hotels.
(In St. Helier.)

Continental.

Esplanade.

Maison Victor Hugo, 4, Marine Terrace.

House and Estate Agents.

J. Gregory & Sons.

Beaumont.

British.

Bouley Bay.

Bouley Bay.

Gorey.

Elfine.

British: *R.*, single, 4/–; double, 6/–; *b.*, 2/–; *l.*, 4/–; *t.*, 1/3; *d.*, 5/–.
Boarding terms: fr. 12/6 per day.

Grève de Lecq.

Pavilion.

Grouville.

Wimbledon.

Le Hocq.

Le Hocq.

St. Aubin.

Somerville and St. Aubin's: *R.*, single, 7/6; double, 10/6; *b.*, 3/6; *l.*, 3/6; *t.*, 1/6; *d.*, 6/–.
Boarding terms: fr. 15/– per day; fr. 105/– per week.

Terminus.

St. Brelade's Bay.

St. Brelade's Bay: *R.*, single, 3/6; double, 5/–; *b.*, 3/–; *l.*, 3/–; *t.*, 1/–; *d.*, 3/6.
Boarding terms: fr. 10/6 per day.

St. John's.

St. John's: *R.*, single, 3/–; double, 5/–; *b.*, 2/6; *l.*, 3/–; *t.*, 1/6; *d.*, 4/–.
Boarding terms: 12/6 per day.

St. Martin.

Royal, near Church.

Rozel Bay.

Rozel Bay.

Corbière.

Le Châlet: *l.*, 4/6; *t.*, fr. 1/–; *d.*, fr. 5/–.
Boarding terms: 12/6 per day; 85/– per week.

Pavilion: *R.*, single, 4/6; double, 7/6; *l.*, 3/6; *t.*, 1/4; *d.*, 4/6.
Boarding terms: 15/– per day; 105/– per week.

St. Peter's.

Alexandra.

[Abbreviations: *R.*, bedroom; *b.*, breakfast; *l.*, luncheon; *t.*, tea; *d.*, dinner; *a.*, attendance; *fr.*, from; *temp.*, temperance. Week-end terms include dinner or supper on Saturday and breakfast on Monday.]

GUERNSEY.

St. Peter Port.

Royal, Esplanade.

Old Government House: *R.*, single, fr. 7/6; double, fr. 9/6; *b.*, 3/6; *l.*, 3/6; *t.*, 1/6; *d.*, 6/6; *a.*, nil.
Boarding terms: fr. 17/6 per day.

Channel Islands, Esplanade: *R.*, single, 3/–; double, 6/–; *b.*, 2/6; *l.*, 2/6; *d.*, 3/6.
Boarding terms: 12/6 per day.

Victoria, facing sea, near Town Church.

Crown.

York, South Esplanade.

Red Lion.

Richmond, Cambridge Park. *Boarding terms:* fr. 12/6 per day; fr. 84/– per week.

Queen's (Moore's), La Plaiderie.
Boarding terms: 12/6 per day; 87/6 per week.

Bel-Air (*boarding*), Esplanade.

Porter's (*private*), Esplanade.

St. Julian's (*boarding*).

House and Estate Agents.

Lovell & Co., Ltd.

Cobo Bay.

Rockmount.

Le Gouffre.

Gouffre: *R.*, single, 4/–; double, 8/–; *b.*, 3/6; *l.*, 4/–; *t.*, 1/–; *d.*, 5/–.
Boarding terms: 12/6 per day; 47/– per week; 24/– per week-end.

Rocquaine Bay.

Imperial.

Perelle Bay.

Victoria.

St. Martin's.

Duke of York.

Queen's: *R.*, single, 3/6; double, 5/–; *b.*, 2/6; *l.*, 3/–; *t.*, 1/3; *d.*, 4/–.
Boarding terms: 13/– per day.

House Agents.

Lovell & Co., Ltd.

SARK.

Dixcart: *R.*, single, 6/6; double, 12/–; *b.*, 4/–; *l.*, 4/–; *t.*, 1/6; *d.*, 6/–; *a.*, nil.
Boarding terms: 20/– per day; 120/– per week.

Bel-Air: *R.*, single, 6/6; double, 12/–; *b.*, 4/–; *l.*, 4/–; *t.*, 1/6; *d.*, 6/–; *a.*, nil.
Boarding terms: 20/– per day; 120/– per week.

Stock's.

Bungalow.
A few paying guests are also received at the Vicarage.

ALDERNEY.

Scott's.

Belle Vue: *Boarding terms:* 8/6 per day; 59/6 per week.

Victoria.

Hotels on or near the French Coast.

Readers who take the short tour in France outlined on pp.138–188, or any part of it, will probably find the following particulars of service. The list does not claim to be by any means exhaustive. If the visit is to be made in August or September it is certainly advisable to write and reserve accommodation beforehand.

Ignorance of the language need not deter any from making one of these most interesting tours, for in the larger and in many of the smaller establishments English is generally understood.

Avranches.

Hotel de France, Hotel d'Angleterre, Rue du Jardin des Plantes.
Hotel Bonneau, close to station, on the left.
Hotel Renault, opposite station.

Bricquebec.

Hotel du Vieux Chateau, in the Castle Yard.

Carteret.

Hotel d'Angleterre.
Grand Hotel de la Mer.

Cherbourg.

De France et du Commerce, Rue du Bassin (very good and moderate).
Du Casino, facing the sea.
De l'Aigle et d'Angleterre, close to Quay.
Louvre et de la Marine, 28, Rue de la Paix.
De l'Etoile, in main street.
Moderne, opposite railway station.

Dinan.

Hotel de Bretagne (good), in Place Duclos.
Hotel d'Angleterre (comfortable). English spoken.
Hotel de la Poste and **Hotel Marguerite,** in Place du Guesclin (good), and several others.

Dinard.

Hotel des Terrasses. On the Plage. Fine position. Frequented by English and American people.
Hotel de Casino, Hotel de la Vallée, close to steamer quay.
Grand, Hotel de Provence, Hotel des Bains, Hotel des Etrangers, all with good reputations.
Crystal, de la Plage and **Royal** are "palace" hotels.
Victoria, in the town.

Dol.

Grand, close to station, and three French hotels in the town. English tourists prefer to stay at Dinan, St. Malo, or Mont St. Michel. By all means proceed to Mont St. Michel if possible.

Granville.

Nord, Rue le Campion, near Harbour (good and moderate).
Grand, Houllegatte and **Hotel de Paris,** in the lower town.
Hotel d'Angleterre, five minutes from railway station.

Granville (*contd.*).

Normandy, facing Casino. Good and modern.
Hotel des Bains, near bathing place.

La Haye-du-Puits.

Hotel du Commerce, Hotel Champagne, both facing Church. Clean and moderate.

Mont St. Michel.

Hotels Poulard.
Hotel de la Croix Blanche.

Paramé.

Grand Hotel de Paramé (July to October).
Hotel de la Plage (good, quiet situation; very popular with English tourists).
Hotel Continental (French).
Hotel Duguay-Trouin (near Casino).
Villa les Charmettes. Family boarding-house (near Casino); and several others.

Pontorson.

Several comfortable hotels near station.

St. Enogot (suburb of Dinard).

Hotel de la Mer.
Hotel des Etrangers.

St. Lunaire.

Hotel de la Plage (good).

St. Malo.

Hotel Franklin, outside the city. Best, but expensive.
Hotel de France et Chateaubriand. Good. French. In Place Chateaubriand, opposite fort.
Hotel de l'Univers. Commercial. English spoken. In Place Chateaubriand, opposite fort.
Hotel Central-Benoit, 12, Grande Rue.
Hotel de l'Union. French cooking. In Place Jacques Cartier.
Hotel de la Plage. Reasonable. Near Place Chateaubriand.
Hotel Centre et Paix, and one or two others.
The first three above-named are well patronized by English people.

St. Servan.

Hotel Belle Vue (best), **Hotel Victoria, Hotel de l'Union,** pleasant situation.

Postal and Telegraphic Information.

Telegraph boys, provided with pencils and forms, meet the boats at Guernsey, and receive telegrams from passengers for despatch. Upon the arrival of a steamer there is placed on the landing-stage near the gangway a box in which letters can be posted until within a few minutes of the departure of the vessel.

JERSEY.

St. Helier.

General Post Office in Broad Street.

Deliveries—From Guernsey and England, about 11 a.m. daily, except Monday. Local, 7 a.m., and 6 p.m. weekdays.

Despatches—For Guernsey and England, weekdays only, 7.20 a.m. *viâ* Southampton. During the summer months 8 a.m., *viâ* Weymouth for England only. Letters can be posted up to 5 a.m. For France: If there is a service of mail boats, the mail closes one hour before advertised departure of boat.

Post and Telegraph Office open—8 a.m. to 7 p.m.; Sundays—8.30 to 10 a.m. and 5 to 6 p.m.

N.B.—The "daylight service" boats bring mails from England, but these are not despatched from the post office until the following early morning delivery. Letters may be called for at the General Post Office after the mail has arrived, say about 9.30 p.m.

St. Aubin.

Post Office is near Market.

Deliveries—From Guernsey and England about 1 p.m. daily, except Monday. Local—Mondays, 7.10 a.m.

Despatches—9.55 p.m. daily.

Telegraph Office open—8 a.m. to 7 p.m.; Sundays—8.30 to 10 a.m.

From the outlying villages letters are collected at times varying from 8 p.m. to 10.17 p.m. daily. Letters are delivered about two hours after the arrival of the mail at St. Helier. There is no mail out on Sundays, or in on Mondays.

GUERNSEY.

St. Peter Port.

Deliveries—From England, 8.30 a.m. daily (except on Sundays, when letters may be had on application at the Post Office between 8.30 and 10 a.m.). From Jersey, 10.30 a.m. daily, except Sunday. From Sark, according to tide: daily during summer, Monday and Thursday during winter. From Alderney, according to tide, Wednesday and Saturday.

Despatches—To England, 8 a.m. daily, except Sunday. To Jersey, 6.30 a.m. daily (Monday excepted), and 5 p.m. daily (Sunday excepted), June to August, inclusive. To Alderney, 9 a.m. Tuesday and Friday; Sark, 10 a.m., daily during summer, and Monday and Thursday in winter.

Telegraph Office open—weekdays 7 a.m. to 7 p.m.; Sundays—8.30 to 10 a.m.

From St. Sampson's and the outlying villages of Guernsey letters are collected at about 6.30 a.m. Letters are delivered

about an hour and a half after the arrival of the mail at St. Peter Port.

No mail goes out on Sundays, or arrives from England on Mondays.

SARK.

Post and Telegraph Office open daily 9 to 7. Sundays 8.30 to 10 a.m.
Deliveries—About 12.45.
Despatches—Half an hour before departure of mail-boat. No Sunday delivery or despatch. In addition to the telegraph, there is a public telephone call office.

ALDERNEY.

Summer Service.

Deliveries — Mondays, Tuesdays, Wednesdays, Thursdays, Fridays, and Saturdays.
Despatches—To Guernsey on Sundays at 9 a.m., Mondays 8 a.m., Tuesdays to Southampton, *viâ* Cherbourg, at 11.30 a.m., Wednesdays to Guernsey at 10.30 a.m., Thursdays 2.30 p.m., and Fridays direct to Poole at 2.30 p.m.

Winter Service.

Deliveries every alternate Monday, every Tuesday, and every alternate Wednesday, every Thursday, and every alternate Friday.
Despatches—Sundays, Wednesdays, Thursdays, and every alternate Monday, Tuesday, and Friday.
Post and Telegraph Office open—8 a.m. to 8 p.m. daily; Sundays—8.30 to 10 a.m.

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JERSEY.

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FACING Sea and Harbour, and Most Centrally Situated for Railway Stations. **The Oldest Established Hotel on the Island.**

Modern Sanitation and Bath Rooms. 2 Billiard Tables. Dark Room. Excellent Cuisine. **Golf, Bathing, &c.**

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Tariff on Application.

Hotel Porter Meets Mail Boats.

Telegrams:
"Yacht Hotel, Jersey."

T. C. SCADDAN,
Proprietor.

SARK.

Bungalow Hotel

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Sark's Newest Hotel. Situated in a most Beautiful Unique Position. Sea Views from every room. Stands 345 feet above Sea Level and is the only Hotel with a Magnificent Uninterrupted Sea View of Guernsey, Jersey, Adjacent Islands and the Coast of France.

BOATING, BATHING AND FISHING.

MOTOR BOATS TO ORDER.

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SARK "GEM OF THE CHANNEL ISLES."

BEAUTIFUL Scenery, Bathing, Fishing, Boating, Rock Climbing. Bracing and Exhilarating Climate. Sunniest Place in the British Isles. Paradise of the Artist and Botanist. Veritable Garden of Wild Flowers in the Spring, there being some 400 to 500 Varieties.

(*See Page 113.*)

HOTEL BEL-AIR.

MAGNIFICENTLY Situated in its Own Grounds, with extensive Sea Views, and 300 feet above Sea Level. Recently Redecorated, and under Entirely New Management. Produce from Own Farm and Garden. Tennis and Croquet Lawn. Cuisine Française; cave de 1e ordre. Terms Moderate.

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ESTABLISHED OVER **50** YEARS. Situated in its Own Grounds which include the Beautiful Dixcart Valley and Bay. Finest Bathing in the Island. Fishing and Boating. The Hotel has lately been Renovated, and is under Entirely New Management. French Cuisine. Excellent Cellar. Moderate Terms.

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TO THE ABOVE ISLANDS AND FRANCE.

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GUERNSEY.

GUERNSEY MOTORS LTD.

EXCURSIONS **ROUND ISLAND DAILY**

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REGULAR SERVICE TO ALL PARTS OF THE ISLAND.

For Services see page 79 and Local Papers.

'Phone 991.

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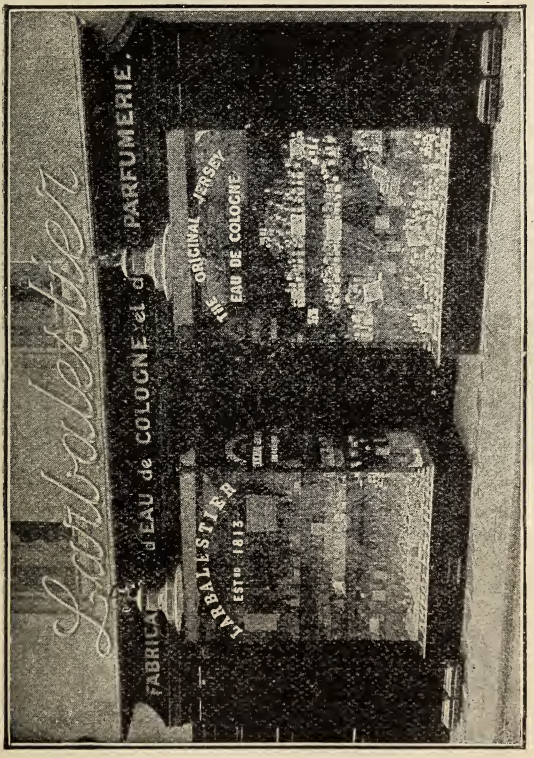
LARBALESTIER.



THE OLDEST EAU DE COLOGNE MANUFACTORY IN THE CHANNEL ISLANDS.

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DAVID PLACE.

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Excellent Situation and Cuisine.

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General Drapers, Outfitters and Complete House Furnishers.

The House for Exclusive Novelties.

Every Requirement for

Man, Woman and Child.

Also Connected **GAUDIN'S** with Above.

HIGH-CLASS CONFECTIONERY.

BRIDAL CAKES OUR SPECIALITY.

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GROUVILLE HALL

This well-appointed and up-to-date Hotel, situated on Grouville Common, a few minutes from the sea and coast railway to St. Helens; with the first tee of the Royal Jersey Golf Club immediately outside the main entrance, has been redecorated throughout with refinement and taste. It is furnished with every comfort and elegance. As many guests have remarked: "It is like coming home."

ELECTRIC LIGHT. CONSTANT HOT BATHS.

BILLIARDS, TENNIS AND PRIVATE BATHING HUTS.

GARAGE. :: :: EXCELLENT CUISINE.

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Three Minutes from Pier, Esplanade, Bathing Pool, and Railway Stations for Golf Links, &c.

A SMALL, but Bright and Comfortable Hotel, with well-appointed Drawing, Smoking, & Dining Rooms. Finely Furnished Bedrooms. **Modern Sanitation. Baths (h. & c.).** **Roof Verandah,** commanding Splendid View.

Absolute Cleanliness. Excellent Cuisine. Mod. Tariff.

Special Terms to Commercials. **Personal Supervision.**

Steamers met by Appointment.

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VAL PLAISANT, ST. HELIER.

A First-class Boarding Establishment

Centrally Situated for Town and Sea.
All Home Comforts. Good Table.

EXTREME CLEANLINESS.

TERMS MODERATE.

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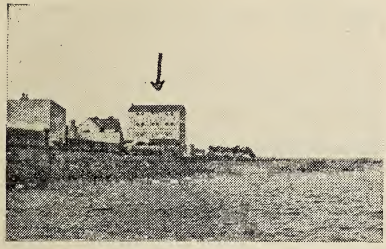
HAVRE DES PAS.



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SOUTH ASPECT.

SEA VIEW FROM ALL BEDROOMS.

FREE Bathing direct from the House. No extra charge for Separate Tables. Cosy Lounge. Spacious Dining Hall. Ten minutes from Town. Near Harbour, Post Office, and Railway. **Reasonable Tariff.**

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TOURING CARS. TAXIS.
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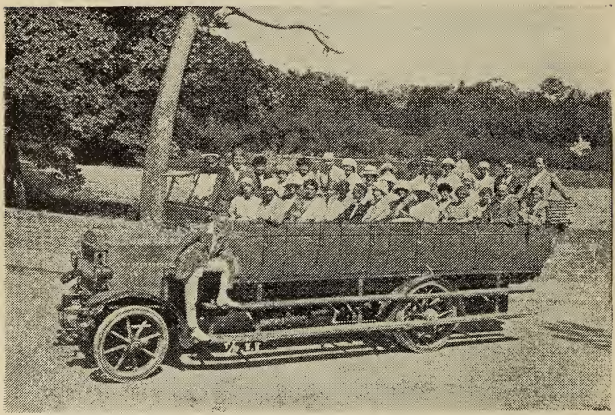


'PHONE 293.

BLUE COACH TOURS

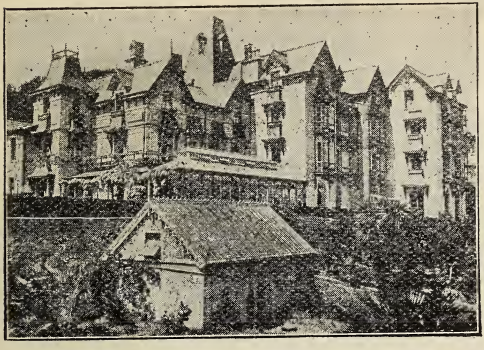
Through Charming Green Lanes to the interesting Bays and Promontories of the Island, by the Torpedo Chars-a-bancs **"Jersey Queen," "Jersey Lily," "Jersey Belle," &c.**

Bookings at ST. HELIER GARAGE, 37, Bath Street,
or of the Guide on the Weighbridge.

See page 27.] SYDNEY C. REED, MANAGING DIRECTOR.

The Somerville Hotel,

ST. AUBINS, JERSEY.



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Terraced Gardens.

Palm Lawn.

Sun Lounge.

Billiards.

Bathing, from Hotel.

Boating, Fishing. Golf.

St. Helier, 15 mins.

100 feet above Sea Level, overlooking the Bay.

THE ONLY HOTEL STANDING IN ITS OWN GROUNDS.

See facing page 65).

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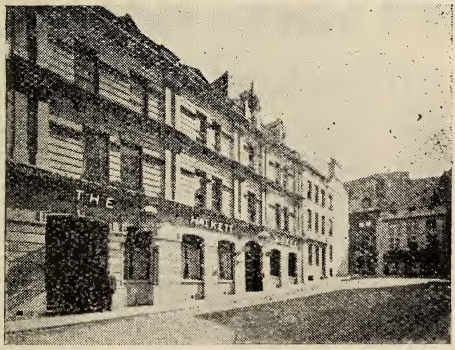
THE HALKETT HOTEL

FIRST-CLASS COMMERCIAL & FAMILY (Fully Licensed).



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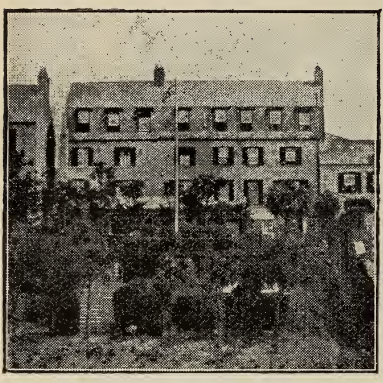

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Ideal Position on Sea Front.

Bathing from House.

Tennis Courts.

Lovely Gardens.

Excellent Cuisine.

Terms Moderate.

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First-class Hotel.

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Hotel Noted for its Cuisine.

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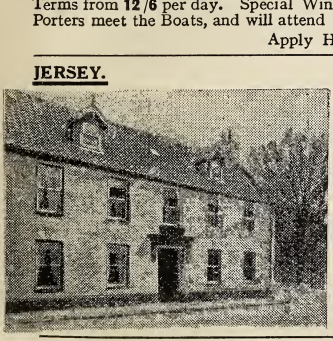
Apply H. RAYNOR SMITH, MANAGER.

JERSEY.



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High-class Catering.

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TOURISTS and others will find this Comfortable, and the Tariff very Reasonable. Established **1880.**

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HIGH-CLASS Boarding Establishment, **opposite Bathing Pool,** close to Town. Few minutes from Station. Excursion Cars call Daily. Dining Room facing Sea. Every Home Comfort. Hot and Cold Baths. Terms on Application. Under Personal Supervision of PROPRIETORS,

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ROCK VIEW VILLA

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REDECORATED Throughout. Every Home Comfort. Small Tables. Bath (h. & c.). Good Cooking. Late Dinner. Three minutes from Sea. Terms from **9**/– per day. The Best of Everything. A. BOOT, PROPRIETOR.

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RETAIL AND WHOLESALE

PROVISION MERCHANT.

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SHIPPING SUPPLIED FOR ALL REQUISITES.

Only Makers of Ships' Biscuits on the Island.

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Hotels, Boarding Establishments, Schools, House & Estate Agents,

At the Principal Holiday and Health Resorts, will be found at the end of this Guide.

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LUCE'S ISLE of JERSEY EAU de COLOGNE has been unequalled for it's REFRESHING FRAGRANCE

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PRELIMINARY INFORMATION.

Routes and Fares—Luggage—Climate—Historical Note—A Literary Note.

EXPLANATORY.—May we recommend a glance at the Contents pages at the beginning of the book? The scheme of the Guide will then be easily understood. The Index at the end should be consulted as to details.

Routes to Guernsey and Jersey.

There are two routes, viz., that of the *London and South-Western Railway, viâ* Southampton, and that of the *Great Western Railway, viâ* Weymouth. For a long time these were worked independently, but by an arrangement made some years back the service is regarded as a joint one.[1] During the holiday season there is a boat every afternoon or night (except Sundays) from both Southampton and Weymouth. During the rest of the year the service is by night, viz.: on Mondays, Wednesdays and Fridays from Southampton, and on alternate nights from Weymouth. Passengers are allowed to go on board the night steamers any time after 8 p.m. For details as to times, etc., readers should consult the current time-tables of the two Companies concerned. Return tickets are available by either Company's route, either *viâ* Southampton or *viâ* Weymouth.

The South-Western Route.

The large turbine steamers on this route were specially designed to give the greatest amount of comfort on the night passage (outward) and the day passage (homeward), the greater part of the first-class accommodation being in private cabins of two berths each.

Passengers may travel to Southampton by an earlier train than that connecting with the boat, and their luggage,

[1] It will be understood that throughout this book references to travel facilities require verification by current time-tables and announcements.

labelled by the Companies' servants at Waterloo to Guernsey or Jersey, will be taken to the Docks and placed on board without charge, thus saving much trouble. Baggage is not examined on arrival at the Islands, but is inspected by the Customs at Southampton or Weymouth on the return journey. Sleeping berths and private cabins should be booked in advance, by letter or telegram addressed to the Docks and Marine Manager, Southampton (Tel. Ad. : "Foremost, Southampton"), or to the London District Superintendent, Waterloo Station, S.E.1. Passengers should clearly state the composition of their party. The first hour's steaming is down Southampton Water and the Solent.

The Great-Western Route.

This is the shorter sea voyage, the time occupied on the journey from Weymouth to Guernsey being from three and a half to four hours, and from Guernsey to Jersey one and a half hours. The boats are fast, and are considered to be among the most seaworthy and best-fitted vessels on the cross-Channel services. Visitors can proceed to Weymouth by any train prior to the boat train, to avail themselves of the opportunity of visiting this attractive seaside resort (*see* the *Guide to Weymouth* in this series).

Should visitors elect to reach Weymouth earlier in the day, their luggage will, if properly labelled, be taken direct to the ship. When the afternoon service is not running, night berths should be booked in advance, by letter or telegram, addressed to the Assistant Marine Superintendent, G.W.R. Co., Weymouth.

Full particulars of both routes will be sent on application to either Company.

Fares :—From London (Paddington or Waterloo) a return ticket, available two months, to Guernsey and Jersey, costs 84*s.* first class throughout, 70*s.* third-class rail and first-class boat, or 52*s.* 6*d.* third-class rail and second-class boat. Passengers holding through second or third-class rail (in England) and second-class steamer tickets can travel first class by steamer on payment of 10*s.* 6*d.* for the single journey or 17*s.* 6*d.* for the return journey.

Holders of return tickets may return by either Company's route—*viâ* Southampton or *viâ* Weymouth.

Luggage, within the usual limits (first-class rail and steamer

up to 150 lb., second-class steamer 120 lb., third-class rail and second-class steamer 100 lb.), may be taken with one. If labelled by the Companies' servants at Waterloo, Paddington, or other place of departure, passengers will find it on the quay when they land, without further trouble or expense. Or if handed to either of the Companies' agents at the station of departure luggage will be delivered within the town boundaries of St. Helier (Fort Regent excepted) or St. Peter Port at a small charge per package.

Licensed porters are provided by the harbour authorities, and at Jersey are entitled to charge 3*d.* for the conveyance of passengers' luggage from the quay to a cab or other vehicle; to any part of St. Helier, 1*s.* when weight does not exceed 100 lb; 1*s.* 4*d.* up to 200 lb., and 2*s.* when it exceeds 200 lb. At Guernsey the porters' fare for the conveyance of luggage from the various landing-places to any vehicle is 6*d.*, but the usual minimum is 1*s.*

Luggage in advance will be collected in London or other principal towns, and delivered within certain town boundaries of St. Helier (Jersey) or St. Peter Port (Guernsey) at a charge of 3*s.* per package.

On the return journey, owing to the examination of luggage by the Customs at Southampton or Weymouth, these arrangements *do not apply*. Passengers may have their luggage collected at St. Helier and St. Peter Port and placed on board the steamer at a small charge. It must, however, be claimed on arrival at Southampton or Weymouth, and, after examination by the Customs, may be handed to the Companies for conveyance to the owner's destination as "carted luggage" at a further small charge.

Guernsey to Sark.

Steamers to Sark leave Guernsey daily during the summer, thrice weekly during June, and twice weekly in winter. Full particulars are set out on p. 113.

Guernsey to Alderney.

Details of this service are given on p. 128, to which readers are referred.

The Climate.

Many influences render the climate of the Channel Islands the most perfect Great Britain can boast. The chief of

these influences are the insular and southern position; the shelter afforded by the Normandy coast; the powerful tide, surging through comparatively narrow passages between the islands; the contiguous Gulf Stream, and the great range of the tide between low and high water.

Snow rarely falls. In May and June dense sea fogs occur, but land fogs are very rare. There are very heavy dews in spring and autumn, and during the spring also strong winds are frequent.

As regards temperature, there is little to choose between Jersey and Guernsey. The mean temperature of the former is slightly higher, and Guernsey has a little more rain than Jersey. This is accounted for by Professor Ansted thus: "Rain generally comes from westerly winds, and these deposit their moisture on the land they first approach. On the setting-in of cold in Europe, after the close of autumn, it would seem inevitable that Guernsey should receive more rain than Jersey. It does so, as is evident by the tabulated results (i.e., the means for 25 years) showing in the year 38·64 inches, as against 34·21 for Jersey. On the whole, therefore, the climate of Jersey is drier and warmer than that of Guernsey, while the summer is hotter and the winter cooler than in the sister isle."

The carefully compiled figures referring to these islands permit of flattering comparison with figures derived from other parts of the United Kingdom. Jersey and Guernsey are unquestionably the sunniest spots in the British Isles.

The following is a five years' average record of the hours of bright sunshine at various places in England:

Jersey	1,987	Southport . . .	1,571
Falmouth . . .	1,862	London	1,043
Brighton	1,813		

Meteorological bulletins have been published annually since 1894 by the Observatory St. Louis at St. Helier (*see* pp. 39–40).

Historical Note.

The Channel Islands hold a unique position among the British possessions. At the time of the Norman Conquest of England, the islands formed part of the Duchy of Normandy. A century or so later, when the belief that King John was the murderer of his nephew Arthur turned Normandy against

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ST. HELIER HARBOUR AND ELIZABETH CASTLE.

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PORTELET BAY.

the monarch, and town after town surrendered to the French, only the Channel Islands remained faithful to John, who in return guaranteed to them the continuance of their ancient laws and privileges. Through the retention of these the Islands still enjoy self-government. "They form two perfectly distinct commonwealths dependent on the British crown, but not incorporated with the United Kingdom."

Among the most ancient rights still surviving is the *Clameur de Haro*, used on the occasion of trespass on or against property. In the presence of witnesses the aggrieved one, on his knees, cries "Haro! Haro! à l'aide mon Prince, on me fait tort." (Help! my Prince, they are wronging me). "Haro" is said by some to represent the call upon Ro, or Rollo, Duke of Normandy, contemporary with Alfred the Great. Others maintain that the term was in use in Normandy long before the days of Rollo, and is derived from the Frankish verb "haran," to cry out.

On the cry being raised every person concerned in the act complained of must cease operations immediately and allow the matter to be decided by the appointed court. It will be remembered that the burial of William the Conqueror in St. Stephen's Abbey, Caen, was delayed by one Asselin or Anslem, whose house had been demolished without compensation by William, to make room for the abbey. The funeral was stopped until the man's claim had been investigated and allowed. That was in 1087. More than 800 years later, during the construction of the first Jersey railway, that round St. Aubin's Bay, the cry was effectively raised by an inhabitant who deemed his rights imperilled. In 1917, the cry was raised by a Guernsey citizen who objected to the removal of certain elms from Cambridge Park, St. Peter Port. A year later an inhabitant who objected to a telephone pole being planted near his gate raised the cry, and the Telephone Department had to come to terms with him or defend an action. Severe penalties await any who wrongfully make the appeal.

From the time of John until the reign of George III, the Islands were frequently attacked by the French. In 1338 both the larger islands were assaulted, and Castle Cornet, Guernsey, was taken; but Mont Orgueil was stoutly defended by the islanders. Again, in 1374, Mont Orgueil was attacked by France, but to no purpose. In 1404 a landing was effected

by Bretons under Don Pedro Nino, Comte de Buelna, who retired on replenishing his exchequer with 10,000 Jersey crowns. More attacks followed in Henry V's reign, and finally in 1460 the French succeeded in obtaining Mont Orgueil Castle through the treachery of the Governor. They held it for six years, being compelled to leave in 1467. The French in 1781 sent an expedition, under an adventurer named Rullecour, who landed and took possession of Royal Square, but their leader was killed and his followers exterminated by the brilliant young Major Peirson, who died at the moment of victory (pp. 38–9).

During the Civil War of the seventeenth century, Jersey and Guernsey saw stirring times, as their castles were held for the King, while in each island a strong party favoured the Parliament. Details of the struggle will be found on later pages.

Although the treaty with France in 1217 recognized the Channel Islands as belonging to England, they remained in the diocese of Coutances until 1565, when they were transferred to the See of Winchester.

A Literary Note.

It is surprising that these romantic Islands, with their famous historical scenes, have not appealed more to writers of repute. Of the poets, Swinburne stands out prominently with his stirring ballads of the Channel Islands. His poem *Les Casquettes* is a magnificent word picture, powerful, impressive and vivid, compelling admiration by the facility of its rich, sonorous, rhythmic language, the aptness of its similes, its depth of insight and dramatic detail.

In historical fiction, *A Ladder of Swords* by Sir Gilbert Parker is a romance of a French Huguenot refugee in Jersey, and his mission to Queen Elizabeth. *To Pleasure Madame*, by Helen Wallace, tells of a secret visit to Jersey and Guernsey by Charles II before the battle of Worcester. In Sir Gilbert Parker's *The Battle of the Strong*, the battle of Jersey (in no way connected with the title) is well portrayed, and Jersey's hero and idol, Major Peirson, re-performs his gallant attack upon the French in Royal Square. *Sir Isumbras at the Ford* by D. K. Broster, a tale of the Royalist rising during the French Revolution, is partly placed in the Islands.

In modern times, Jersey is visited in *Vixen* by M. E.

Braddon. As to Guernsey, Victor Hugo's *Toilers of the Sea* is widely read, and his house, Hauteville, is one of the show-places of St. Peter Port. *The Locket*, by M. A. Hoppus, is a tale of old Guernsey. F. W. Robinson's *Grandmother's Money*, and *A Girton Girl* by Annie Edwardes, also have scenes laid in this island. Later works are *The Mis-rule of Three*, a clever mystery story by Florence Warden, and the War-time novel, *The Great Leviathan*, by D. W. Barker, with scenes in Guernsey and Sark.

In the island of Sark John Oxenham has located four of his works: *Carette of Sark*, a romance of the Napoleonic period, and its sequel *Lauriston's*, and two modern stories, *Maid of the Silver Sea* and *Pearl of Pearl Island*. Miss E. Gallienne Robin, a native of Guernsey, has also five novels dealing intimately with the lives of the fishing and farm folk, of Guernsey in *Perilous Seas*, *A Guernsey Girl*, and *Christine*, and of Sark in *Jacquine of the Hut* and *Luce*. In Hesba Stretton's *The Doctor's Dilemma* are some excellent descriptions of Sark scenery.

Of serious literature pertaining to the Islands, Professor Ansted's and Dr. Latham's joint work, *The Channel Islands*, is *facile princeps*. It is interestingly descriptive, deals fully with the civil and natural history, including botany, geology and zoology, and has several chapters on the laws and constitutions of the Islands. *The Geology of Jersey*, by J. Sinel, deals with a very fascinating subject. Of histories, Falle's *History of Jersey* (1837) and Duncan's or Tupper's *History of Guernsey* will probably be found the best. The published proceedings of the *Société Jersiaise* and of the *Guernsey Society of Natural Science and Local Research* contain a mine of valuable information on scientific subjects, including floras of Guernsey, Sark and Herm. *Guernsey Folk-Lore* from MSS. by the late Sir Edgar MacCulloch, Bailiff, edited by Edith F. Carey, is an authoritative work. Nor must we omit to mention the entertaining *Rambles of a Naturalist*, by A. de Quatrefages, translated by E. C. Otté, wherein will be found, *inter alia*, an account of the Chausey Islands (French), situated between Jersey and Granville, where the French in 1781 obtained shelter prior to their attack on Jersey.

(Some remarks on the **Geology** of the Islands will be found among the Insular Notes at the end of each section.)

Visitors who take the short steamer trip from Jersey to the French coast will find a tour in Normandy and Brittany, including Mont St. Michel, described in Miss Findlater's story, *Tents of a Night.* Mont St. Michel fills the glowing pages of *Queen of the Guarded Mounts,* and St. Malo is seen in *Flower of the Dust,* both by John Oxenham. Dinard is visited in *La Belle Alliance* by Rowland Grey. *Guenn, a Wave on the Breton Coast,* by Blanche Willis Howard, is considered to be one of the finest romances of Breton life and scenery: its locality is believed to be Concarneau, a district described also in John Oxenham's popular work, *Barbe of Grand Bayou,* and *The Triumph of Tim* by H. A. Vachell. Pont Aven is the scene of Louis Tracy's *Flower of the Gorse.*

Of topographical literature we can mention only Baring-Gould's *Brittany*; *Brittany,* by Mortimer Menpes; Anatole Le Braz's *The Land of Pardons* and *The Night of Fires,* both translated by Frances M. Gostling; Mrs. Gostling's own book *The Bretons at Home*; *Highways and Byways in Normandy,* by Percy Dearmer; *Rambles in Normandy,* by F. Miltoun.

JERSEY
English Miles
Kilomètres
Figures thus 3 in indicate distances in miles from St Helier
Figures thus 53 indicate altitudes
ST JOHN'S BAY
ST JOHN'S
ST MARY'S
ST OUEN'S
ST PETER'S
ST LAWRENCE
ST HELIER
ST SAVIOUR'S
TRINITY
ST MARTIN'S
ST BRELADE'S
ST AUBIN'S BAY
ST CLEMENT'S
ST CLEMENT'S BAY
GROUVILLE
GROUVILLE BAY
ROZEL BAY
BOULEY BAY
ST CATHERINE'S BAY
FLIQUET BAY
PORTELET BAY
GOREY
Mont Orgueil Castle
ELIZABETH CASTLE
St Aubin's Castle
Corbière Pt
La Corbière
Noirmontaise
Plémont Pt
Grosnez Pt
La Grève au Lançon
Sorel Pt
Ronez Pt
Gorey Pier
Fort William
Fort Henry
Inner Road
Victoria Marina
Jersey Railway
Eastern Railway
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JERSEY.

General Description—Chief Centres and Places of Interest—How to See the Island—The Island Railways—Golf Links—Hints for Visitors—How to Spend a Wet Day.

JERSEY was known to the Romans as the largest and most important of the Channel Islands. It has an area of 45 square statute miles or nearly 28,717 English acres. The extreme length, from La Rocque Point to Grosnez Point, is 11 miles, and the greatest breadth, from Noirmont Point to Sorel Point, is 7 miles. The average length is estimated at 9 miles, and the average breadth at 5 miles. The number of the inhabitants is about 45,000, of whom more than half reside in St. Helier. The island is divided into twelve parishes.

The peace of 1815 and the improved means of communication provided by steamboats led to a rapid increase of the population through immigration, so that the number of inhabitants rose from 28,600 in 1821 to about 57,000 in 1851, but since that date the influx of new residents has been exceeded by emigration. The sons and daughters of Jersey families do not take kindly to agricultural life, and if they are obliged to adopt it they prefer to do so in new lands.

As the rendezvous for over sixty thousand visitors every summer, Jersey takes a high position among the holiday resorts of the British Isles. The island also receives a great number of visitors from France. The capital and the only town, **St. Helier,** situated on the south side, and backed by hills, is extensive in size and of considerable importance.

Naturally St. Helier claims the bulk of the holiday-makers, for, in addition to its convenience as a centre, the town is

lively with evening entertainments. It has extensive promenades, and is within easy walking distance of the Island's choicest valley scenery and sylvan glades.

Scattered along the south (or St. Helier) side of Jersey are several villages where visitors regularly make their temporary home. There is **St. Aubin,** charmingly situated, and in ever-increasing favour with those who love quiet rather than the distractions of a busy holiday centre. Between it and St. Helier are **Millbrook** and **Beaumont,** on St. Aubin's Bay, and westward of St. Aubin is **St. Brelade,** with its exhilarating air.

The west side of the Island is one large and somewhat bleak-looking bay, **St. Ouen's.** Here, **Corbière Point,** with its Lighthouse, at the south-west corner of Jersey, is the chief point of interest in the district.

On the north coast are many places of interest, including **Plémont,** with its beautiful beach and fine caves; **Grève de Lecq,** a cove with more caves and a prettily wooded valley; **Bouley Bay** and **Rozel Bay,** almost adjoining. At all these places hotels will be found.

The eastern side also has some pretty scenery. Here is the famous **Mont Orgueil Castle,** set on precipitous cliffs—a fine relic of great historic interest. Sheltered below the ivy-covered battlements lies **Gorey,** a large village with several small hotels, and the terminus of the Eastern Railway.

How to See the Island.

1. **By Motor-coaches and Horse-drawn Brakes.**—During the summer, these vehicles leave the Weighbridge, St. Helier, daily at 11 a.m. and 2.30 p.m. for various parts of the Island. They return at 5.30 p.m. On Sundays motor-coaches leave the Weighbridge at 10.30 a.m. for Plémont, returning at 12.15 or 6 p.m. There are also special evening trips by motor-coach. The drives arranged by the different proprietors are so varied that we can only recommend visitors to consult the current advertisements, whereby they can select any drive they may desire. By referring to the index at the end of this Guide, a description of each place visited by the cars can be found. The following are sample routes:

(*a*) Vauxhall, David Place, Trinity Hill, Oaklands Manor, Green Lanes, St. John's Church, Devil's Hole, Le Rondin

Valley, Grève de Lecq, St. Mary's Church, Five Cross Roads, St. John's Church, Waterworks Valley, St. Aubin's Bay, Millbrook, Westmount, Victoria Avenue, Esplanade, St. Helier.

(*b*) Masonic Temple, St. Saviour's Church, Five Oaks, Prince's Tower, Maufant Lanes, Trinity Church, Bouley Bay, Rozel Bay, St. Martin's Church, Faldouet, Mont Orgueil Castle, Golf Links, St. Clement's Church, St. Helier.

(*c*) French Cathedral, Westmount, Martello Tower, St. Aubin, St. Brelade's Bay, St. Peter's Church, Vinchelez Lanes, Plémont, Augerez Lanes, St. Peter's Valley, Pond's Vineries, St. Aubin's Road, St. Helier.

Each motor-coach has a conductor who points out objects of interest *en route*, and endeavours to be of use to everybody.

2. **By Motor-omnibuses,** starting from the St. Helier Garage, Bath Street:

(*a*) Daily to and from St. John's, which is within a few minutes' walk of the famous Wolf Caves, Bonne Nuit Bay and Devil's Hole, leaving the Garage at 9.30 a.m.[1] and 5.15 p.m. and returning from St. John's Church at 10 a.m. and 5.50 p.m.

(*b*) On Wednesdays and Saturdays from the Garage at 8. a.m.[1] and 6.30 p.m. for Beaumont, St. Peter and Portinfer, returning from Portinfer at 8.55 a.m. and 7.25 p.m.

(*c*) On Wednesdays and Saturdays from the Garage at 9 a.m.[1] and 5.30 p.m. for Five Oaks and St. Martin's Hotel, returning from St. Martin's Hotel at 9.30 a.m. and 6 p.m.

3. **By Carriage** (pair of horses) or **Wagonette.**—For a party these can be hired at a cost not much greater than the brake fares for the same number. The halts and luncheon interval can then be made as desired.

4. **Motor-cars** can be hired at reasonable rates, as also small **Motor-coaches** holding twelve or more persons.

5. **Walking.**—Without doubt the pedestrian, aided if necessary by the train to St. Aubin and Corbière, or to Gorey, and by the omnibuses, sees far more of the beauties of Jersey than the excursionist by coach or brake. We outline a few walks on later pages.

6. **Cycling.**—Several routes are suggested on pp. 70–71. A great number of cycles are brought across by visitors, and machines can be hired at reasonable rates in St. Helier.

[1] *See* footnote p. 17.

The Island Railways.

1. The **Jersey Railways and Tramways, Limited.**—St. Helier to St. Aubin and Corbière. The St. Helier terminus is by the Harbour, opposite the Weighbridge. The service to St. Aubin is hourly, augmented by certain trains which go on to Corbière. Time-tables are published in local papers. There are two classes, first and second. Excursion tickets[1] are issued to Corbière on Sundays and Thursdays at 2*s.* 1st class, 1*s.* 6*d.* 2nd class, for the double journey. The line affords a delightful view of St. Aubin's Bay, running as it does within a few feet of the sands.

At St. Aubin a connection is made with the continuing line to Corbière. After passing through a tunnel, the line ascends through a typical Jersey valley. The stations from town are:—

1. West Park
2. First Tower
3. Millbrook
4. Bel Royal
5. Beaumont
6. La Haule
7. St. Aubin
8. Pont Marquet
9. Don Bridge
10. Blanches Banques (for La Moye Golf Links)
11. La Moye
12. Corbière

Single fares to St. Aubin—First class 9*d.*, second class 6*d.*; return: first class 1*s.*, second class 9*d.* To Corbière—First class 1*s.* 4*d.*, second class 1*s.*; return: first class 2*s.* 6*d.*, second class 2*s.*

Blanches Banques (for La Moye Golf Links)—Golfers' return tickets, 1*s.* 4*d.* (Golfers pay second class fare for a first class ticket).

2. The **Jersey Eastern Railway.**—St. Helier to Gorey Pier (for Mont Orgueil). The St. Helier terminus is just under the town end of Fort Regent. There are two classes of carriages, first and second. Trains about every hour, with a half-hourly service in the afternoon during July, August and September. Time-tables are published in the local papers. The stations from town are:

1. St. Luke's
2. Grève d'Azette
3. Samarès
4. Le Hocq
5. Pontac
6. La Rocque
7. Fauvic
8. Grouville
9. Gorey Village
10. Gorey Pier

[1] *See* footnote p. 17.

Levy, Sons & Co.,] [*London.*

ST. HELIER.

Levy, Sons & Co.,] *[London.*

THE HARBOUR ENTRANCE—ARRIVAL OF SOUTHAMPTON BOAT—VICTORIA QUAY.

Gorey Village station is near the bathing ground, Gorey Pier near Mont Orgueil Castle.

Single fares to Gorey Pier—First class 1*s.* 2*d.*, second class 10*d.*; return 2*s.* and 1*s.* 6*d.*

Holders of return tickets may break the journey anywhere.

Cheap return tickets are issued on Sundays to and from Gorey Pier at 1*s.* 6*d.* first class, and 1*s.* 2*d.* second class; and between St. Helier and Pontac or between Gorey Pier and Pontac at 9*d.* first class, 7*d.* second class. These cheap tickets are also issued every day by certain trains.

Passengers to Carteret, on the French coast, travel by this line to Gorey Pier.

Golf Links.

The **Royal Jersey Golf Club** has two 18-hole courses (one being for ladies) at Grouville (p. 50), about 3½ miles east of St. Helier, and easily reached by the Jersey Eastern Railway. The links are popular and well patronized, and have the distinction of having been the training ground of such famous golfers as Harry Vardon and Edward Ray.

Green fees: Gentlemen, 2*s.* 6*d.* per day, 10*s.* per week, 25*s.* per month; Ladies, 1*s.* 6*d.* day, 5*s.* week, 15*s.* month.

Particulars can be obtained from the Secretary, Royal Jersey Golf Club, Grouville.

La Moye Golf Club links (18 holes) are situated on the western side of the island, at Blanches Banques, on the railway between St. Aubin and Corbière. The soil is light and sandy. The hazards consist of whin-clumps and sand-bunkers, while two intersecting valleys give the long driver all his heart desires. There is a comfortable club-house. The course has a length of about 3½ miles, and, owing to its situation on high land overlooking St. Ouen's Bay and Corbière, very fine views are obtainable Guernsey, Sark, Herm and Jethou are well seen. Sunday play, with caddies. Special railway tickets to Blanches Banques, 1*s.* 4*d.* return from St. Helier. Green fees: Gentlemen, 2*s.* 6*d.* day, 7*s.* 6*d.* week, 21*s.* month; Ladies, 1*s.* 6*d.* day, 5*s.* week, 15*s.* month.

Hints for Visitors.

1. The tides have a large range in the Channel Islands and rise very quickly indeed. Explorers of caves are cautioned

to use every care in this respect. Always carry in the pocket a tide-table, which can be cut from a local paper.

2. There are few restrictions as to bathing. Lovers of a dip should take towel and costume even when making distant coach or cycle excursions, for there is nearly always an opportunity for a bathe somewhere.

3. Always carry a time-table of the train services.

4. Hotels and inns are not plentiful in the outlying districts. Most of the hotels are connected with town by telephone, and lunch can be ordered in advance. Telephone call-offices are frequently seen.

5. Cyclists and pedestrians, and all who wish to view the lovely coast scenes in quiet, are advised to get away from the town well in advance of the excursion vehicles. In August especially, the contemplative holiday-maker will do well to time his visits to the better-known spots in such a way as to dodge the invariable midday invasion.

How to Spend a Wet Day in Jersey.

Even in Sunny Jersey a day occurs occasionally when the weather is not propitious for venturing far from headquarters. The following hints are intended merely as suggestions for visitors whose headquarters are at St. Helier or within easy reach of it.

(*a*) A visit to the **States Chamber,** Royal Square (p. 37).

(*b*) A visit to the **Royal Court House,** Royal Square (p. 36).

(*c*) A visit to the **Library,** Royal Square (p. 37).

(*d*) A visit to **St. Helier's Church,** Royal Square (p. 35).

(*e*) A visit to the **Hôtel de Ville** and **Police Court,** York Street (p. 40). Collection of paintings.

(*f*) A visit to the **Markets,** Halkett Place (p. 39) and Beresford Street.

(*g*) A visit to the **Roman Catholic Church,** Val Plaisant (p. 40).

(*h*) A trip on the **St. Aubin's Railway** (p. 28). The train runs along the edge of the sands, and affords lovely views, particularly near high water.

(*i*) A visit to the **Opera House,** Gloucester Street, or to one of the picture palaces or other places of entertainment (*see* p. 33).

(*j*) A visit to the interesting **Museum** of the Société Jersiaise, in Pier Road (p. 45).

The advertisement columns of the local papers will often suggest a mode of passing time.

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ST. HELIER.

A LARGE harbour; a maze of streets, busy and prosperous; a huge fort rising perpendicularly above the town; good shops; numerous places of worship; a miscellaneous assortment of carriages, well-appointed motor-coaches and "Jersey cars" (horse-drawn brakes), plus a general air of comfort and well-being, are the prominent features of St. Helier.

So irregularly is the town planned that we shall not attempt precisely to describe its topography. Suffice it to say that the chief buildings of interest are in the vicinity of Royal Square (near Fort Regent), and that the best shops will be found in Queen Street, King Street, Beresford Street and Halkett Place.

General Information.

Approaches.—By steamer from St. Peter Port, Guernsey, 25 miles; from Southampton, *viâ* Guernsey, 140 miles; from Weymouth, *viâ* Guernsey, 100 miles; from St. Brieuc, 50 miles; from St. Malo, 42 miles; from Granville, 30 miles; from Carteret, 18 miles. The steamer routes are described on pp. 17–18.

Bands.—Local bands play in the Triangle Park or in the neighbouring pavilion on Sundays, and occasionally during the week.

Banks.—*Lloyds*, Broad Street; *London County, Westminster and Parr's*, Broad Street; *London Joint City and Midland*, Library Place and Hill Street; *Jersey Savings Bank*, New Street. Local £1 notes are issued by the various parishes, and are valid all over the Island, but they should be avoided by visitors unversed in Jersey laws.

Bathing.—Excellent. Two extensive pools of sea-water—one, known as the *West End Bathing Pool*, a few yards west of the causeway leading out to Elizabeth Castle, the other at *Havre des Pas*—are retained by circular walls. Bathing in the pools is safe and convenient at all states of the tide. Single ticket at the *West End Pool*, 6*d*. or 4*d*.; season ticket, 12*s*. 6*d*. At *Havre des Pas*, single ticket, 8*d*.; 12 tickets, 7*s*. 6*d*. Mixed bathing is allowed. At First Tower there is good bathing from machines.

Beaches.—On the western side of the Harbour, St. Aubin's Bay presents at low water an extensive stretch of sand, perfectly safe when the tide has receded. This beach is flanked by a solidly-built granite promenade and a fine broad thoroughfare called Victoria Avenue. On the eastern side of the Harbour and Fort Regent the sandy bay and beach of Havre des Pas is studded with rocks. Around the various indentations of the beach is a broad stone and cement walk, with seats at intervals.

Boating.—Owing to the deadly nature of the coast and the strong tides, sailing or rowing boats venturing beyond St. Aubin's Bay should be accompanied by a capable man.

Bowling.—At Westmount (near People's Park), 4*d.* per hour, and at the Recreation Ground, Grève d'Azette.

Bus Services.—To and from *St. John's* daily, leaving St. Helier Garage, Bath Street, at 9.30 a.m.,[1] returning from St. John's Church at 5.30 p.m.[1] St. John's is near Wolf Caves, Bonne Nuit Bay and Devil's Hole.

To *Portinfer,* Wednesday and Saturday, leaving Garage, Bath Street, at 8 a.m.,[1] returning from Portinfer at 7.25 p.m.[1]

To *St. Martin's,* Wednesday and Saturday, leaving Garage, Bath Street, at 9 a.m.[1] and returning from St. Martin's at 6 p.m.[1]

Cab Fares.—*By distance :* For each mile or fraction thereof, 1*s.* 6*d.* *By time :* (one-horse vehicles): Each half-hour or portion thereof, 2*s.*; vehicles with two horses, each half-hour or portion thereof, 3*s.* For luggage outside the cab, 3*d.* each package.

Motor-cabs, from the boat to the town, or *vice versa,* 3*s.* 6*d.* to 4*s.*

Chief Buildings of interest to visitors :

Elizabeth Castle. Obtain admission tickets (free) at Government Office, Beau Séjour, Rouge Bouillon.

Royal Court House and States Chamber, Royal Square. The attendant will show visitors over these fine buildings (free).

Public Library, Royal Square. Open (free) 10 to 1; 2 to 8.

Town Hall, York Street. An attendant will show visitors over the buildings, which include a picture gallery (free).

Police Court, adjoining Town Hall. Open at 10 a.m. Mondays, Tuesdays, Wednesdays, Thursdays and Saturdays.

Parish Church of St. Helier can be seen daily.

Markets. These several buildings in Halkett Place and Beresford Street are well worth a visit.

Climate.—"Sunny" Jersey is the familiar appellation, for this is the sunniest spot in the United Kingdom. The air is equable and mild, bracing on the high ground, but less so in the valleys. A long, sunny autumn, called St. Martin's Summer, begins about October 10. Excellent water supply and drainage.

Clubs.—The *Victoria* has an imposing house in Beresford Street; *United,* Royal Square; *Cæsarean,* King Street; *Y.M.C.A.,* with debating and chess clubs, New Street; *Y.W.C. Association, Société Jersiaise, Royal Channel Islands Yacht Club,* etc. Clubs for golf, cycling, archery, lawn tennis, rowing, cricket, and many other sports.

Musical.—Jersey Choral Society and *Jersey Musical Union.*

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[1] *See* footnote p. 17.

Cycling.—Highly popular on account of the fine roads and convenient runs. Many machines are brought over by visitors, but those who do not propose to spend a large proportion of their time awheel will find it more convenient to hire a machine. A few runs are outlined on pp. 70–71.

Distances.—*See* p. 48.

Early Closing Day.—Thursday.

Entertainments.—The current attractions are advertised in the Jersey papers..

Triangle Park (or, if wet, in the West Park Pavilion), concerts, troupes, etc.

Opera House (Gloucester Street), *Alhambra* (Philipps Street) and *West's* Picture Palace (Peter Street) for pictures.

Excursions by Road.—*See* p. 48–71.

Fishing.—Fair—not so good as formerly. Yachts put out daily. Lines and bait supplied.

French Consulate.—Library Place.

Golf.—*See* p. 29.

Gun Fire.—A gun is fired from Fort Regent daily at 9.30 p.m. precisely (Greenwich time).

Hotels and Tariffs.—*See* Introduction.

Libraries.—The Public Library is in Royal Square (Reference only; 20,000 volumes). Open 10 to 1, 2 to 8, free. There are several Subscription Libraries in the town.

Museum.—9 Pier Road, near the Parish Church. Open, Mondays, Wednesdays and Fridays, 10 to 12, 2 to 4. Admission 6*d*. And during May, June, July, August and September, *free*, on Thursdays from 2.30 to 5, *by the main entrance*, Caledonian Place.

Newspapers.—The London papers are on sale in the town shortly after the arrival of the morning boat. The local papers are: *Evening Post* (daily), *Morning News* (daily). Twice weekly: *La Chronique* and *La Nouvelle Chronique* (French). *The Weekly Post*, *The Jersey Illustrated Weekly*, *Jersey Topics* (weekly).

Passport Office.—Office of the Lieut.-Governor and District Staff, Rouge Bouillon.

Places of Worship, with hours of Sunday services:

St. Helier (*Parish Church*), Royal Square—H.C., 7.45; 1st and 3rd, midday; 2nd, 4th and 5th, 10; Matins and Sermon, 11; Evensong, 7.

St. Luke, Plaisance Road—H.C., 8; 10, Choral; 1st, 12 noon; 2nd, 7; Matins, 11; Evensong, 6.30.

St. Simon, Great Union Road—H.C., 8, 11; Matins, 10.30; Evening Prayer, 7.

St. Mark, David Place—H.C., 8 and 9; 1st, 7 and noon; 3rd, 10; Matins, 11; Litany, 12.15 (2nd, 3rd, and 4th); Evensong, 7.

St. James (Garrison Church), St. James's Street—H.C., 8; 1st and 3rd, 12 noon; Matins, 11; Evensong, 3.45; Evening service, 7.

St. Paul, New Street—H.C., 1st and 3rd, midday; 2nd and 4th, evening; Matins, 11; Evensong, 7.

All Saints', Parade—H.C., 8; 1st, after Matins; 3rd, 12.15; Matins, 11; Evensong, 7.

St. Andrew, Esplanade—H.C. 8; Matins, 11; Evensong, 7.
St. Saviour—H.C., 8; 3rd, noon; Matins, 11; Evensong, 7; Litany at noon, 2nd and 4th.
Baptist, Vauxhall—11 and 7.
Congregational (two), Victoria Street—11 and 7; and Halkett Place, 11, 3.15 and 7
New Church, Victoria Street—11 and 7.
Presbyterian, Midvale Road—11 and 7.
Primitive Methodist, Aquila Road—11 and 6.30.
United Methodist (two), Don Road and Great Union Road—11 and 7 (during winter months 6.30).
Wesleyan (English), Wesley Street—11 and 6.30; and several others.
Wesleyan (French), Grove Place, Halkett Place—11 and 6.30.
Roman Catholic (English), Vauxhall—7, 8, 9, 10, 11 and 7.
Roman Catholic (French), Val Plaisant—7, 8, 9, 10, 11, and 7.

Population.—About 25,000. *See* p. 25.

Porters.—For taking luggage on or off steamer, 3*d.*; when taken at the steps from the boats to the landing-place, 6*d.*; to any part of St. Helier, 1*s.*, up to 100 lbs.; one-third more up to 200 lbs.; double over 200 lbs.

Postal Information.—*See* Introduction (p. 14).

Railway Stations.—The *Western Railway* terminus (for St. Aubin and Corbière) is at the Harbour end of the Esplanade. The terminus of the *Eastern Railway* (to Gorey and Mont Orgueil Castle) is opposite Snow Hill, to the rear of Fort Regent.

Sailing.—Several yachts advertise sailing excursions at moderate prices.

Signals for Steamers, etc.—*See* pp. 45–6.

Steamers.—[1]From about the middle of July to the end of September there is a daily service (Sundays excepted), *viâ* Guernsey, to **Southampton,** from the Albert Pier, at 7.15 a.m., and to **Weymouth,** from North Quay, at 7.45 a.m.

For the rest of the year, *viâ* Guernsey, to **Southampton,** from Albert Pier, Mondays, Wednesdays and Fridays at 7.30 a.m.; to **Weymouth,** from North Quay, Tuesdays, Thursdays and Saturdays at 7.30 a.m.

Return tickets are available by either route.

L. and S.W. Office, 6 Bond Street; *G.W. Office*, 9 Bond Street.

There are also frequent sailings particulars of which are advertised locally, from St. Helier to **Carteret, Granville** and **St. Malo.**

Passports must be procured before embarking for France. District Office, Rouge Bouillon.

Excursions to Sark and around the Island during the season. Particulars will be found in the local press.

Tennis Courts.—At the Recreation Ground, Grève d'Azette, 1 mile from Royal Square, 2 minutes from Grève d'Azette station on the Eastern Railway. Both grass and gravel courts. From 10 to 2, 1*s.* per hour; 2 to 6, 1*s.* 6*d.*, and 6 to dusk, 1*s.* And at the Lower Park, Victoria Avenue.

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[1] *See* footnote p. 17.

IN THE TOWN.

Having reached the landward end of the Harbour from the landing-stage on the pier, one passes between the **Western Railway Station** and the **Weighbridge Gardens,** a small grass-plot with beds of flowers relieving the unattractive, bare-looking Harbour approach, and containing a *Statue of Queen Victoria,* erected in 1890.

Facing the sea hereabouts are some of St. Helier's many hotels. Extending to the left is the fine **Esplanade.** Towards the right rises **Fort Regent,** at which we will presently look more closely, and ahead, leading into the town, are two thoroughfares. That on the right, **Mulcaster Street,** goes to the Parish Church and to the immediate neighbourhood of Royal Square, both of which can also be reached by way of the left-hand thoroughfare, **Conway Street,** which ends at **Bond Street** on the right and **Broad Street** on the left. A few steps along the latter is the **General Post Office.** In Bond Street are the offices of the *London and South-Western* and *Great Western Railway Companies.* On the right also is—

The Parish Church.

The town church of St. Helier is one of the twelve parish churches of the island. It dates from the middle of the fourteenth century, but is of little architectural interest. In 1863–7 it was thoroughly restored. Unlike nearly all the other parish churches it has retained its square tower. Stained-glass windows display Biblical subjects. At the eastern end of the south wall is a tablet to the memory of the gallant Peirson (p. 38), who was buried under the tower. On the west wall of the south aisle is a tablet removed from the floor near the north door, in memory of Maximilian Norrey, who died in 1591 while serving in the army of Henry IV of Bourbon, King of France and Navarre. The inscription is in Latin. French and English translations are given on adjacent slabs. The Norreys, whose arms are on one of the gateways of Mont Orgueil Castle, were buried in a vault in this church.

In the churchyard, against the east wall of the church, is a flat tombstone recording in French the death of P. H. Durell, Jun., on the *31st* April, 1755, aged 4 years and 8 months.

On the north side of the church, in a line with the west front, is an upright stone inscribed: "Icy repose le corps de M^tré Jean Laffoley decedé le 30eme Jeanvier, 1759 agé de 100 ans et quatre mois."

Eastward of the churchyard is—

Royal Square,

originally the market place. The site of the market cross is occupied by a gilt statue of George II, erected at the public expense in 1751. His Majesty is represented in the costume of a Roman Emperor, and the head is laurel-crowned.

The south side of the Square is occupied by St. Helier's most important buildings. At the east end of the line is the States Chamber or House of Parliament; at the west end is the Public Library, and in the centre is the—

Royal Court House.

A very humble thatched building served as the Court House from the twelfth century to the concluding years of the seventeenth. The building then erected was re-constructed in the following century, and repairs and enlargement undertaken in 1886 made the edifice that which we see to-day.

The hall contains several interesting pictures, including a replica of Copley's *The Death of Major Peirson*, the original of which hangs in the National Gallery; a portrait of *General Conway*, one of Jersey's governors, by Gainsborough, for which the artist received from the States of Jersey £125—it is now valued at £2,000; the portrait of *Advocate Dupré*, by W. W. Ouless, R.A., a Jerseyman of whom the Island is justly proud; portraits of *Bailiff J. Hammond* and *G. H. Horman*, Solicitor-General, by W. M. Hay; a portrait of George III, by Philippe Jean, a Jerseyman; portraits of *P. Le Suer* and *F. Godfray*, and the *Assize of Heritage*, by Lander. The picture shows the advocates taking the oath of allegiance to the King as the modern representative of the ancient Dukes of Normandy, a ceremony which takes place twice a year.

The public may attend the Court while it is sitting, and at other times the building can be inspected. The Court sits in a handsome upper hall. Its constitution is described on p. 73. All proceedings are in French. Before the

President is a silver-gilt mace presented by Charles II "as a proof of his royal affection towards the Island of Jersey, in which he had been twice received in safety when excluded from the remainder of his dominions." In a corner of the Court is the prisoners' iron cage, a quaint survival.

The States Chamber

(**Salle des Etats**), or House of Parliament, is small, but admirably designed and furnished. The style is Jacobean. The seats are arranged in horseshoe form in three ascending tiers. The Bailiff who presides has a throne-like chair, slightly higher than that of the Lieutenant-Governor by his side. Above the dais is a gallery for distinguished visitors. At the opposite end of the chamber is a gallery for the general public, who reach it by a stairway within the entrance lobby.

Since 1900, members have had the option of speaking either in English or in French, but the latter is still the official language.

In 1920 there was placed in the chamber a mural tablet inscribed—

"Messire Walter Ralegh, Governor of Jersey 1600–1603.
In Remembrance."

(For the constitution of the Chamber, *see* p. 72).

The Public Library,

contained in the third of the great buildings here, was founded in 1736 by the Rev. Philip Falle, Rector of St. Saviour's from 1690–1709, and later the holder of a stall in Durham Cathedral. He was also chaplain to William III. While at St. Saviour's he published a *History of Jersey*. He bequeathed to the public not only his books, but also his house in St. Helier, and there they remained until 1886, when they were transferred to the present building. The books number about 22,000, and include many valuable volumes. The Library, which is for reference only, is supported by the States, and is free to all comers. It is open from 10 to 1, and from 2 to 8, except on Sundays and public holidays.

In Royal Square was fought the memorable—

Battle of Jersey.

Some of the hottest fighting took place against the Peirson Hotel, on one side of which imitation bullet-marks have been painted in consequence of the real shot marks having been destroyed during renovations.

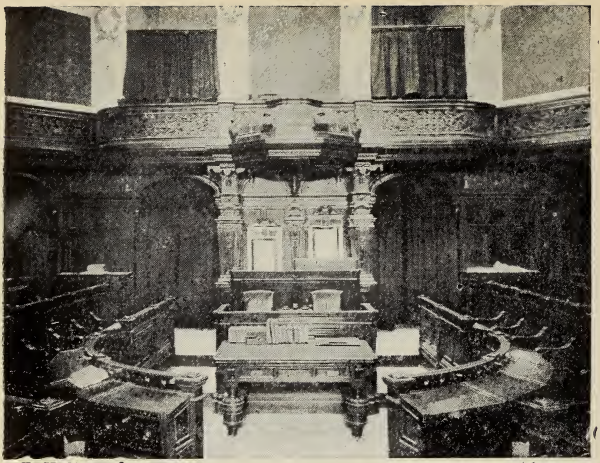
On January 1, 1781, a Frenchman of no position or repute, a mere adventurer, yet with the authority of the French King, sailed from Granville, under the assumed name of Baron de Rullecour, with a following of 1,200 men. Stormy weather compelled them to seek shelter on the Chausey Isles, but before daybreak on January 6, with the aid of a traitorous pilot, they landed in La Rocque Bay, by La Platte Rocque, and marched without opposition to St. Helier. Here the guard was surprised and shot, and the Lieutenant-Governor, Major Moses Corbet, taken prisoner. Royal Square was occupied and fortified at all points. An order was prepared instructing the Governor of Elizabeth Castle to command all troops to remain quiescent, and Corbet's signature to this document was wrung from him. Rullecour compelled Corbet to precede the soldiers who carried the order to the Castle. The request was treated with contempt, and the garrison announced that they would hold the Castle at all cost.

News of the invasion quickly spread over the Island. Major Peirson, of the 95th Regiment, who was only twenty-four years old, rapidly collected a few companies of the Jersey Militia, and, aided by a detachment of regulars, proceeded in hot haste to Royal Square. Rullecour sent a flag of truce to Peirson, urging that resistance was useless, and inviting him to proceed to the Court House with his men and lay down their weapons. The gallant Major replied, "Yes, we will bring our arms to the Court House, but with bayonets fixed!" Peirson's force entered Royal Square through the narrow street now called Peirson Place, and, notwithstanding the artillery and superior position of the French, closed with the enemy in a hand-to-hand conflict. Corbet was dragged into the fight by Rullecour to weaken and hinder the attack. The regulars and the Jersey militia stubbornly fought the ground inch by inch. The critical moment came when Peirson fell, shot through the heart. The loss of their leader only served to increase the determination of the men to win or die, and they "drew courage from their dire distress." Urged forward by Philip Dumaresq, a subaltern of militia, who promptly assumed command, they turned what looked like certain defeat into brilliant victory. Rullecour was killed, with twenty-six of his followers, and

E. H. Toovey,] [Jersey.

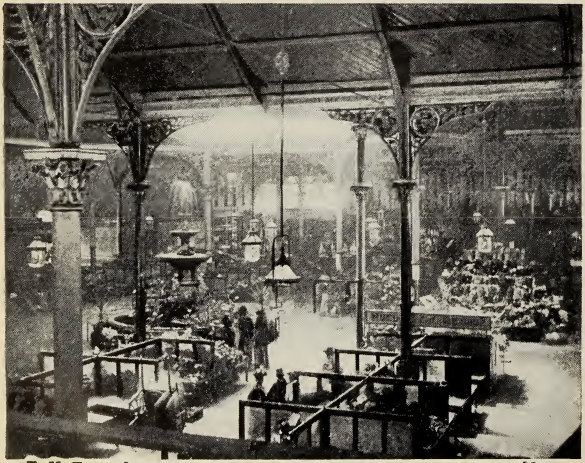
THE BATTLE OF JERSEY.

(From the painting by J. S. Copley in the National Gallery—a replica hangs in the Court House, Royal Square.)



E. H. Toovey,] *[Jersey.*

THE STATES CHAMBER.



E. H. Toovey,] *[Jersey.*

THE MARKET, ST. HELIER.

one hundred Frenchmen lay severely wounded. Over five hundred prisoners were taken, and the remainder fled in panic.

Rullecour was buried in the parish churchyard ; Peirson's grave was dug within the church.

From the Peirson Hotel it is but a few steps to—

The Markets,

Halkett Place. There are markets for cattle, fish, vegetables, etc., but the New Market Buildings, covering about 10,000 square yards, take premier position. The markets held on *Wednesdays* and *Saturdays* are most interesting, and the visitor has an opportunity of hearing a babel of English, French and "Anglo-Norman," as well as of seeing a really well-supplied fruit and flower market. The beneficence of the Jersey climate is here most convincingly demonstrated. In the centre of the building an ornamental fountain makes play over a fernery and fish-pond. On the northern side is Beresford Street, and across this is the **Vegetable Market,** with the **Fish Market** adjoining it.

Hill Street, at the back of the Court House and the adjacent public buildings, is continued by an important thoroughfare, of which parts are known as La Motte Street, Le Coie and St. Saviour's Road. From Le Coie, a short thoroughfare goes to the right to—

Victoria College,

a fine building, opened in 1852 to commemorate the visit of Queen Victoria and the Prince Consort. There are Lower and Upper Schools, the latter being divided into Classical and Modern sides. The College is richly endowed, and numerous scholarships and exhibitions are open each year. The buildings stand in park-like grounds, to which the public have access, and which afford fine views.

The *School House,* near the College, accommodates between forty and fifty boarders.

Near Victoria College and approached by short thoroughfares from St. Saviour's Road is the—

Maison St. Louis,

a Jesuit settlement. The fine building was formerly an hotel. In the grounds is a tower bearing some resemblance to the

Eiffel Tower. It is 170 feet high and looks down on the town of St. Helier and St. Aubin's Bay from a height of 364 feet above sea-level, so that it is a prominent feature in every view of St. Helier, and commands a view over nearly the whole of the island. It is used by the Fathers as an astronomical and meteorological observatory.

In the rear of Maison St. Louis is a large **College.**

The appropriately-named **Broad Street,** near the Town Church and Royal Square, becomes well-known to most visitors through being the site of the **General Post Office.** Opposite this building stands the massive **Le Sueur Obelisk,** erected in memory of Peter Le Sueur, five times Constable or Mayor of St. Helier's parish.

A few yards northward of Broad Street and having the same general direction is **King Street,** already mentioned as one of the chief shopping centres, as is also **Queen Street,** which is in a line with it towards the right. Running northward from King Street is *New Street,* continued by **Val Plaisant,** in which is the **Roman Catholic Church,** dedicated to St. Thomas, and generally called the French Catholic Church on account of the use of French in the services. It is by far the most imposing of Jersey's churches. The architecture is that of the thirteenth century. The first stone was laid in 1883. The church was opened in 1887, and consecrated in 1893. The steeple is 196 feet high.

Both King Street and Broad Street followed towards the west lead to Charing Cross, quite near which is—

The Hôtel de Ville

(Town Hall), a fine building containing the Municipal Offices and the Police Station. On the walls of the large hall hang the nucleus of the **Jersey Art Gallery.** Here are eighteen clever water-colours by Le Cappelain, a native artist who died in 1848. The pictures were purchased by the States with public subscriptions. There are also two pictures by Poingdestre: a *Winter Scene* and *Game.* Over the door is a painting of the *Corbière Rocks,* specially interesting because it was executed before the lighthouse and causeway were built. On the same wall hangs *The Ironing Girl,* by David, a masterpiece. Close by are two canvases by W. W. Ouless, R.A., *Edith* and *The Blind Beggar.*

A short distance beyond the Hôtel de Ville is the—

Royal Parade,

laid out with lawns and avenues of trees. In the centre is the fine *Statue of General Don.*

As Lieutenant-Governor during the Napoleonic period, General Don worked indefatigably for the welfare of the Island. Forts and batteries for coast defence were erected, and the Militia drilled and thoroughly organized. Above all, the General is remembered for his excellent roads.

In front of the statue is a **Cenotaph,** commemorating Jerseymen who fell in the Great War. A granite pedestal near by bears a bronze bust of *P. Baudains,* fifteen years Mayor of St. Helier.

From the vicinity of the statue, Gloucester Street runs towards the sea and contains entrances to the **Hospital,** the Prison and the Opera House. The first of these is more than its English name will signify to English visitors. It resembles a French "hospice," as it is a hospital and a workhouse combined. It was founded by a benevolent lady in 1741. The present building was erected in place of the original structure, which was destroyed by fire in 1859.

The thoroughfare at the extremity of the Parade is traversed, in part at least, by visitors and residents who have occasion to go to the **Passport Office,** or who desire permission to visit Elizabeth Castle. The thoroughfare comes up from the front as **Kensington Place,** passes the Parade as *Elizabeth Place,* and then becomes *Rouge Bouillon,* in which is situated the **Government Office**—"the office of the Lieutenant-Governor and District Staff." Here passports are dealt with and orders to view Elizabeth Castle are obtained (*see* p. 42). Passing through **Cheapside,** which runs between Kensington Place and Elizabeth Place, one comes to the **People's Park.** From its upper slopes, on **Westmount** (formerly Mont Patibulaire or Gallows Hill), lovely views of St. Aubin's Bay and Elizabeth Castle may be had. The winding walks, avenues and vistas form a welcome retreat from the thoroughfares of St. Helier. Here it was that the Jersey Militia, under Major Peirson, assembled immediately before the Battle of Jersey.

Adjoining the park is a *Bowling Green* (p. 32), and at the lower end, at the corner of Peirson Road, is the **Triangle Park,** a small three-sided enclosure, with lawn and seats. Here the band plays on fine Sunday evenings. A short

distance beyond these open spaces is the **Lower Park,** a small strip facing Victoria Avenue. Within its bounds are two tennis courts.

By continuing in the same direction along Victoria Avenue as far as the First Tower, and then branching to the right, the **New Park,** presented to St. Helier by Mr. Jervaise Le Gros, a former Jurat of the Royal Court, will be seen. In the centre are some so-called *Druidical remains.*

Victoria Avenue is an alternative name for—

The Esplanade,

bordering the bay. Unfortunately, so severe are the south-westerly gales during winter that it has proved impossible to get young trees to withstand their devastating effects, and the promenade has consequently a rather bare appearance. It is the scene of **Fêtes** on an extensive scale, under the auspices of the municipality, usually towards the end of July. The proceedings include a *Battle of Flowers* of similar character to those held at Nice and Monte Carlo. The Parks and Esplanade are illuminated, and firework displays are given.

The Esplanade borders—

St. Aubin's Bay,

the inlet having been named after the small town on its opposite side. It is the principal bay on the southern coast, and some say the grandest in the Channel Islands. It, of course, shows to best advantage at high water. Then the scene comprises the graceful curve of the coast, the surrounding hills (green and wooded), the blue water, the fringe of yellow sand, and that picturesque pile, Elizabeth Castle. Between St. Aubin, near the west side of the bay, and St. Helier, are several tiny villages, each pretty in its way. Skirting the bay, along which are planted miniature stations, is the Western Railway, which runs on to Corbière, the south-western extremity of Jersey.

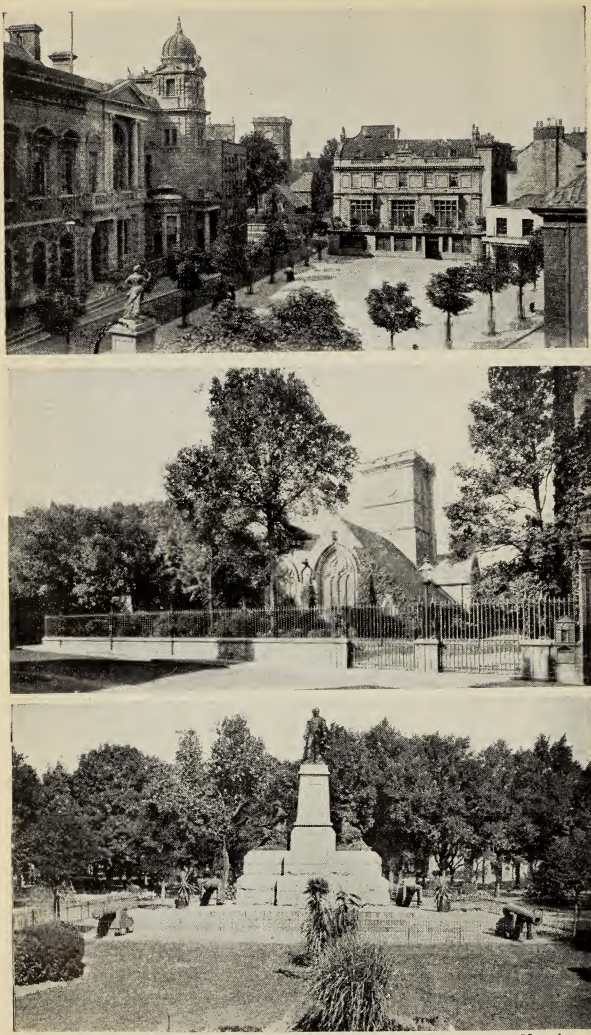
Elizabeth Castle.

Admission.—To view, an order must be obtained (between 10.30 and 11.30 a.m.) from the Office of the Lieutenant-Governor and District Staff, Rouge Bouillon, about half-mile from the front by way of Kensington Place and the western end of Royal Parade. Only British subjects are admitted. The passes can be used at any time within seven days.

The Castle stands on a detached rock about three-quarters

Levy, Sons & Co.,] *[London.*

ELIZABETH CASTLE—THE ESPLANADE—HAVRE DE PAS.



Levy, Sons & Co., [*London.*

ROYAL SQUARE—ST. HELIER CHURCH—THE DON MONUMENT.

of a mile from the shore. It can be reached by boat or by a causeway, which is completely covered at high tide, but is available about 2½ hours after high water. If the tide is rising, it is not advisable to stay too long, or it may be necessary to remove shoes and stockings to retreat by the causeway.

The venerable and picturesque appearance of the Castle at a distance is not confirmed by a close view, but historically the spot is of interest and should be visited.

Close to the rock on which the Castle stands, and enclosed by the breakwater, is the **Hermitage Rock,** in which the hermit Helerius, or St. Helier, from whom the town derives its name, had his cell in the middle of the sixth century. He was noted for his piety and eloquence. While addressing a band of pirates, he was suddenly attacked and killed by the captain, who feared that his men might be induced to desert him. On the spot where this occurred a Norman nobleman, Guillaume de Hamon, built an abbey and church in 1126.

In the reign of Edward VI the Governor of Jersey received orders to fortify the promontory, but little was done until the reign of Queen Elizabeth, when the greater part of the fortress was constructed. The lower ward was built in 1626, and the tower nearest the causeway, called King Charles's Tower, was added a few years later by the express desire of Charles II, who, as Prince of Wales, had been much interested in the fortifications which resisted his capture by the Parliamentarians.

Sir Philip de Carteret, Bailiff of Jersey, strengthened Elizabeth Castle on the outbreak of the Civil War. At his death (1643) the faction favouring the Parliament attempted to seize the Castle, but it was strongly held in the King's name. Mont Orgueil Castle was also stoutly defended by the Dowager Lady de Carteret. On the arrival from St. Malo of Captain George Carteret (nephew of Sir Philip) the attack on Mount Orgueil was withdrawn, and Carteret, assuming his rightful office of Lieutenant-Governor of Jersey for the King, soon suppressed opposition. In 1646 the fugitive Prince Charles arrived at Elizabeth Castle. On February 17, 1649, Carteret caused the Prince to be declared King. Soon afterwards it was deemed prudent that he should retire to the Continent. Lord Clarendon also arrived at the Castle in 1646 and remained two years and one month, during which he began his famous *History of the Rebellion.* Admiral

Blake arrived in 1651, with Parliamentary forces, and in St. Ouen's Bay Sir George Carteret and his Jerseymen fought them for four hours, when the Parliamentarians retired to their vessels and made for other parts of the Island. When the Parliamentary forces landed, St. Aubin's Castle and Mont Orgueil quickly surrendered, but Carteret stubbornly held out in Elizabeth Castle. It was bombarded from St. Helier Hill (now Fort Regent), and an enormous shell "fired at a venture" did irreparable damage by exploding the powder magazine. Forty men were killed, and among the buildings wrecked were the Abbey Church and the residences of Prince Charles, Lord Clarendon and Sir George Carteret. In consequence of the disaster, the garrison capitulated on December 15, 1651, marching out with honours of war. The siege had begun on October 23.

Slightly to the west of the causeway is the—

West End Bathing Pool,

or Victoria Lake. It has a sea-water surface of over five acres. Mixed bathing is permitted at all times. The pool is open from 6 a.m. to 7 p.m. on weekdays, and from 6 a.m. to noon on Sundays. There is every convenience for both swimmers and non-swimmers—rafts, spring-boards and double diving stage (5 feet and 9 feet high). A boatman is always in attendance. As the Pool is covered at every tide the water is renewed twice a day.

The Harbour.

For safe landing on this terribly dangerous coast good harbourage is of first importance. Vast sums have been spent by the States to achieve this object, but the arrival and departure of vessels still depend on the tide, except as regard the mail steamers, whose berths are specially dredged.

More than a century ago a small harbour was constructed, protected by a short jetty and a quay. This proving quite inadequate, two large piers, called respectively the **Victoria** and the **Albert Piers,** were begun in 1841. The latter forms a favourite promenade—a continuation of the Esplanade—and is nearly always crowded on summer evenings when the boat from England is expected.

Another enlargement was undertaken by the States in 1867. The plans of Sir John Coode were adopted, and for

five years (1872–7) the work proceeded. It was intended to enclose with two piers an enormous expanse of water. One pier, called the Hermitage, was built from Elizabeth Castle. As a mere breakwater, this is of great utility in protecting the Harbour from south-west gales. The other was to extend from the foot of Fort Regent. In 1877 the works were abandoned, after an exhaustive inquiry into the obstacles which continually presented themselves, and the incomplete pier adds another instance to the many to be found in the Islands of time and money expended on harbour work to no purpose. St. Catherine's breakwater, near Gorey, is a white elephant, costly and useless, and Braye Harbour, Alderney, is like unto it.

At the end of the Victoria Pier is a small granite obelisk, the *Harvey Memorial*, erected "To Noble Heroism," and recording the loss of the *Normandy* by collision on March 17, 1870. The officers and crew "gave up the boats to passengers, stood by the sinking ship, and sank with her." The **Lifeboat House** faces this memorial.

Between the old Harbour and Fort Regent is Pier Road, in which, at No 9, is the **Museum of the Société Jersiaise.** It contains many relics of ancient Jersey, all carefully classified and catalogued, and is freely open to the public every Thursday during May, June, July, August and September, from 2.30 to 5 p.m. Admission by the main entrance in Caledonian Place. On Mondays, Wednesdays and Fridays, admission is by ticket, *6d.*, from 10 to 12 and 2 to 4, at the door in Pier Road.

From Pier Road pathways lead up to—

Fort Regent,

which crowns the hill called Mont de la Ville, rising abruptly from the town. For centuries this point of vantage has been fortified, but the present fort dates from the Napoleonic scare, and was commenced in the year 1806. The British Government purchased the site for £11,280, and over a million pounds were expended in making the Fort well-nigh impregnable. The well, supplying 6,000 gallons daily, is sunk 232 feet in the solid rock.

At the north, or town, end of Fort Regent is a flagstaff, on which **Signals** are hoisted indicating: (*a*) the approach of storms; (*b*) the arrival or departure of mail boats, steamers

and other vessels; (*c*) communications with Elizabeth Castle. For a key to the signals, *see* the local *Royal Almanac*. Pennants are hoisted on the steamer's arrival at and departure from Guernsey for Jersey, and flags indicating the Company owning her are run up when she is in sight off Corbière Lighthouse.

Pier Road continues below **South Fort,** seated on a huge isolated rock seaward of Fort Regent, and fortified with long-range guns. Then one winds round the stunted tower called *La Collette*, near which is the **Men's Bathing Place.** At high tide the bathers enter the water from a wooden pier; at low water from specially prepared diving places among the rocks, to which access is gained by cement paths.

A promenade, substantially built of granite and cement, with seats every few yards, affords access to all parts of the front around Fort Regent.

Continuing along the shore, we soon reach Green Street, the lower half of which and Regent Road form a thoroughfare connecting the **Havre des Pas** Esplanade here with the town terminus of the Eastern Railway and Queen Street.

A short distance farther, against a Martello Tower, is the bathing pool of the *Jersey Swimming Club*. A circular wall encloses a sea-water surface of nearly three acres. At certain hours the pool is reserved exclusively for ladies. The dressing-boxes are in the Tower, which at high water is surrounded by the sea and is reached by a light bridge.

Then comes **Grève d'Azette,** or Samarès Beach, a fine stretch of smooth, firm sand, excellent for bathing or walking, and a favourite ground for hockey and other games.

In—

Azette Bay and St. Clement's Bay,

to the east, the sea is thickly studded with black rocky islets, more or less visible at all states of the tide. This is a terrible coast. Sir Gilbert Parker, in his *Battle of the Strong*, says:

"You may range the seas, and you will find no such landing-place for imps or men as the field of rocks on the south-east corner of Jersey, called, with a malicious irony, the Banc des Violettes. The great rocks rise up like volcanic monuments from a floor of lava and trailing vraic, which at half-tide makes the sea a tender mauve and violet. The passages of safety

between these reefs are but narrow at high tide, and at half-tide, when the currents are changing most, the violet field becomes the floor of a vast mortuary chapel for unknowing mariners."

Near the townward end of La Grève d'Azette is Grève d'Azette station, and between that and the sea are the **Victoria Baths** (hot, fresh and sea-water).

On the townward side of the Baths is Marine Terrace, with the **Maison Victor Hugo,** where the great French writer resided for a while during his exile from France, before settling in Guernsey.

The road on the inland side of the railway leads to the famous *Jersey Bulb Farm,* which in spring presents a very attractive appearance.

About midway between the station and the farm, standing back on the left, is the largest group of glass-houses in Jersey, and in the road leading to them is the entrance to the **Recreation Ground,** one mile from Royal Square, where are bowling greens and tennis courts, of which particulars are given on p. 34.

JERSEY AND ITS SCENERY.

Distances by Road from Royal Square, St. Helier.

EAST COAST.

	Miles.		Miles.		Miles.
Gorey Village	4	Mont Orgueil Castle	4¾	St. Catherine's Breakwater	5½
Anne Port	5				

NORTH COAST.

Fliquet Bay	5½	Plémont Caves	9	Grève de Lecq	7½
Bouley Bay	5	Rozel Bay	5¾	Grosnez Castle	10
Devil's Hole	7	Bonne Nuit Bay	5½		

WEST COAST.

Pinnacle Rock	9½	L'Etacq	9½	Corbière	7
St. Ouen's Pond	7½				

SOUTH COAST.

Portelet Bay	5½	St. Aubin	4	Samarès	2

Distances to Parish Churches.

	m.	f.	yds.		m.	f.	yds.
St. Clement	2	4	66	St. Ouen	6	2	4
Grouville	2	6	66	St. Lawrence	3	2	8
St. Saviour	1	2	99	St. John	5	5	60
St. Martin	3	6	66	St. Mary	5	6	0
Trinity	3	6	0	St. Brelade	5	4	0
St. Peter	4	6	0				

THE four coasts of this almost rectangular island present a choice variety of scenery, and the interior is characterized by numerous valleys of great loveliness. In order systematically to describe the whole, we begin with sections of the coast, and subsequently refer in detail to the valleys and other inland scenery. By referring to the index, a description of all the places visited by the motors and Jersey cars will easily be found, and the reader can consult his own convenience or inclination as to exploring other places in the immediate vicinity during the halt for luncheon. For the order in which the coast sections and valleys are described *see* the Contents page.

E. H. Toovey,] [Jersey.

VALLEY DES VAUX.

E. H. Toovey,] VINCHELEZ LANE. *[Jersey.*

I. ST. HELIER TO MONT ORGUEIL BY THE COAST.

As a coast walk or cycle ride this route offers many attractions. The road closely follows the sea, it is practically level, the Castle is an object of special interest, and the train, which keeps the road close company all the way, can be utilized if desired. Finally, the return journey can be made by a much shorter route inland. Details of the railway will be found on pp. 28–9.

Leaving the promenade around the South Fort, we proceed along the road fronting Havre des Pas, or we can walk over the sands should the tide be out.

After passing the skeleton iron lighthouse, we reach the end of the sandy beach, and arrive at a few fishermen's cottages, with a road leading inland through the village of **Samarès** to the station (half a mile from the coast), close to which are two points of interest, referred to below in paragraphs (*a*) and (*b*).

Before turning inland, note the large, red, gabled house on the beach, with round tower. In the grounds (approached from the road and not from the beach) is a huge mass of granite about 40 feet high called the **Witches' Rock,** from the tradition that on it the Jersey witches held their Sabbath and their dances at the time of full moon. What is more noteworthy here is the beach, for the rock pools exhibit marvellously coloured anemones of large size, a dark mauve creature being a general favourite on account of its long tentacles, size and colour, and because it is easily found.

If the coast-line be taken, an inn (*Le Hocq Hotel*) is reached in about three-quarters of a mile, close to **Le Hocq** station. A short distance beyond is **Pontac.**

Proceeding half a mile inland to Samarès station we can visit—

(*a*) **Samarès Dolmen.**—Route: Cross railway, turn left at Post Office and take first turning on right. On the hill above the station is an embattled tower, called the Look-out, and in the next field, on the west side, is the Dolmen, composed of two rows of upright stones. Though not the best on the Island, it is worth a visit.

(*b*) **Samarès Manor-House.**—On the main road to St. Helier, a little to the west of Samarès station. Fine view of old manor-house from the road. The round ivy-covered tower in the grounds is all that remains of the early eleventh-century mansion.

Instead of returning directly to the sea, we can walk along the main road eastward, and in three-quarters of a mile reach **St. Clement's Church.** Features of interest within are the font and the frescoes on the walls of the north and south transepts and nave. They were discovered in 1879 under the plaster. The picture in the nave represents St. Michael and the Dragon, and is by far the best preserved.

From the church take the road due south for a short half-mile to **Pontac.** We now face charming—

St. Clement's Bay,

the eastern point of which is called **La Platte Rocque.** Here Rullecour and his men landed on January 5, 1781, and afterwards a few English and French met in a desperate fight. The French had been left behind by Rullecour, probably to guard the transport vessels whilst their leader and the main body went forward to St. Helier, where they were defeated and made prisoners (*see* p. 38). Platte Rocque has a small harbour. (Nearest station, *La Rocque*, within half a mile of the sea.)

Continuing by the coast road and now turning northward, we pass tower after tower built for the protection of the islands during the Napoleonic scare. The scenery is pretty, for—

Grouville Bay

is of fine proportions, and Mont Orgueil forms the extremity. *Fauvic Station* is passed, and we next reach **Grouville** (Hotel: *Wimbledon*, by the station), with the **Golf Links** on the Common (*see* p. 29). Three-quarters of a mile inland lies **Grouville Church,** dating from 1322. In its God's acre is the grave of seven privates of the 83rd Regiment, "who gloriously fell in the midst of their victorious companions at La Platte Rocque on the 6th of January, 1781."

Grouville Common merges into Gorey Common, and we reach **Gorey Village,** with a railway station close to the sea. For the sands and the best sea-bathing, railway passengers should alight here, but for Mont Orgueil continue to the terminus at Gorey Pier (Post Office opposite the station). Gorey has a delightful stretch of sands. There are several cabins for bathers. At **Gorey Pier** are several hotels and a small harbour, behind and above which rises the mass of

F. Frith & Co., Ltd.,] [*Reigate.*

ST. LAWRENCE VALLEY.

E. H. Toovey,] MONT ORGUEIL CASTLE. *[Jersey.*

grass-streaked granite on which is built the Castle. A short, steep pathway leads up to it, commencing by the weighbridge. From Gorey Pier, in normal times, a steamer runs daily during summer to Carteret, the trip occupying about eighty minutes.

Mont Orgueil Castle.

Access from St. Helier by *Jersey Eastern Railway* to Gorey Pier (terminus); trains about once an hour. Journey takes half an hour. Return fare 2*s.* first, 1*s.* 6*d.* second. Journey can be broken *en route*, but at certain wayside stations trains stop by signal only.

Admission, *sixpence.* Open every weekday from 8 a.m. to sunset (in winter from 10 a.m.), and after 2 on Sundays. The fees are devoted to the maintenance of the fabric. Visitors are conducted round by guides, who expect a small tip. On the first Thursday of October, November, December, January, February, March and April, the Castle is open free, but there are no guides. Certain reserved portions can be seen on application to the warder.

The Castle is the most cherished of Jersey's ancient monuments, and in 1905 the States gladly accepted an offer from the Crown by which it was vested in them.

The old fortress stands on a projecting headland of rock at the northern extremity of Grouville Bay, and attains in its loftiest part a height of 310 feet above sea-level. Its position commands all the east coast of the island.

The building was begun in the tenth century by the Dukes of Normandy and their work was continued by the Kings of England. It was originally called *Castellum de Gurrit,* and later Gouray Castle, until, if tradition may be relied upon, the reign of Henry V, when it received from the Duke of Clarence the title of Mont Orgueil, a common name for a strong fort at that period.

The student of military architecture will find in Mont Orgueil an interesting specimen of the development of an early Norman Castle into a Tudor fortress. In the thirteenth century, when the Castle was complete, it consisted of the keep (smaller than it is to-day), a middle ward and an outer ward. These wards were surrounded by the usual round towers and curtain walls. Most of these remain and form the key for the picture of the Castle as it was in its origin. When cannon came into vogue, the defenders of the fortress had to adapt their defences to the exigencies of a changed warfare. They raised the curtains, built through the beautiful round towers, and established the huge batteries as we see them to-day.

The present area of the Castle covers a little over two acres. On the south-east, or seawards, it is inaccessible. The first entrance was protected by a drawbridge, replaced a few years ago. Commanding this entrance is **Harliston's Tower,** erected between 1473 and 1483, by Sir Richard Harliston, Governor of Jersey, who had recovered the Castle from the French in 1466, as described later. A few paces down the pathway in the outer ward, the skew-back of the vaulted roof of its original guard-house may be seen and the grooves of the portcullis.

The second gateway is of the twelfth century, and also possessed a drawbridge and portcullis. Through the arch we pass into the lower ward, and here, before arriving at the third gateway, we notice some interesting machicolated fortifications. The third gateway (Tudor period and possibly later) is called the **Queen's Gate.** An inscription above commemorates Queen Victoria's visit to the Castle in 1846.

Ascending some steps, we arrive at the fourth gateway (*temp.* Queen Elizabeth). Over this entrance are the Royal arms, with the Paulet and Norreys arms on either side. Amias Paulet, the keeper of Mary, Queen of Scots, was Governor of Jersey.

On the royal escutcheon it will be noticed one of the supporters is a dragon instead of the unicorn with which we are now familiar. The former was introduced by Henry VII, the first of the Tudors, who claimed descent from Cadwallader, the last king of the Britons, whose ensign bore a dragon. The unicorn was introduced by James I.

The tower in which this gateway was inserted at the Tudor period is of much older date. Some parts are twelfth-century; other portions later.

From this gate we arrive at the **Middle Ward,** right under the Keep, where can be seen the **Crypt of St. George's Chapel** (twelfth century). The crypt has been rebuilt by the States and the altar re-erected.

The granite arch of the entrance to the Keep is embellished with mouldings of animals and is an insertion. It is contemporary with the building of the great walls encircling the ancient Keep, and was erected, as a tablet over the gateway testifies, in 1337. In the **Keep** is the Crypt of **St. Mary's Chapel** (twelfth century). Above the Crypt is the Chapel for the private use of the Governors, but it has been much injured, having been converted into a kitchen. Only one

E. H. Toovey,] ROZEL LANE. [*Jersey.*

JERSEY CABBAGES.
(*One of these stalks is* 11 *feet high.*)

Valentine & Sons, Ltd.,] [*Dundee.*

ANNE PORT.

original lancet window remains. The various storeys of the Keep are connected by a spiral stone staircase. The uppermost battery of the Keep is known as the Mount, or Somerset Towers, having been built during the governorship of the Duke of Somerset.

The Castle was besieged in 1373 by the famous Bertrand du Guesclin, Constable of France, but he only succeeded in capturing the outer defences. The Keep was impregnable. But the fortress was destined to fall into foreign hands nearly a hundred years later. In 1460 Queen Margaret appears to have made overtures to the French to cede Jersey in consideration of a force being sent to the succour of her party in the English wars. The French King granted the Island to Pierre de Brezé, Comte de Maulevrier, and through the connivance of the Governor of the Castle, the fortress was seized by the French, who held it for six years.

It was re-taken by Admiral Harliston in conjunction with Philip de Carteret, the Seigneur of St. Ouen, who collected a force to invest it by land while the admiral invested it by sea. When the siege had lasted five and a half months, the starving garrison surrendered. They were allowed to march out with the honours of war, and were then transported to France.

During the Civil War of the seventeenth century, Sir Philip de Carteret, who was both Lieutenant-Governor and Bailiff, took the side of the King. He appointed his wife chatelaine of Mont Orgueil, while he himself conducted the defence of Elizabeth Castle. He died while thus engaged in 1643. His wife died in the following year. In 1651 Blake and General Haynes, as recorded in connection with Elizabeth Castle, obtained Mont Orgueil with little trouble.

In olden times, and until a prison was built in St. Helier, Mont Orgueil was used as the island prison. During the great rebellion it served as a State prison. William Prynne, the Puritan, was imprisoned here from 1637 to 1640; the cell he occupied is shown.

While here he wrote "Mount Orgueil, or Divine and Profitable Meditations raised from the contemplation of these three leaves of Nature's Volume—1, Rockes; 2, Seas; 3 Gardens."

It will be recalled that William Prynne became recorder of Bath in the reign of Charles I, and represented the city in three parliaments. For lampooning players and playgoers, and casting a reflection on the virtue of the queen, he was sentenced by the Star Chamber to lose his ears, to stand in the pillory, to pay a fine

of £5,000 and to be imprisoned for life. For a second pamphlet written in prison he was again sentenced to the pillory, to lose what remained of his ears, and to pay a further £5,000. While at Mont Orgueil he gained the friendship of Sir Philip Carteret and his family, by whom he was treated more as a guest than as a prisoner.

From the top of the Castle on a clear day the coast of France can be distinctly seen, with the spire of Coutances Cathedral a short distance inland. The Keep is utilized as a coastguard look-out, with semaphore, etc.

A finely preserved dolmen lies to the north of Mont Orgueil, and is noted below.

To return to St. Helier by the shortest route (4½ miles), the road leading inland from Gorey Village should be taken to the main St. Martin's Road. Turn to left, and proceed past Prince's Tower and Five Oaks village.

II. MONT ORGUEIL TO BOULEY BAY.

In this section of the coast the scenery is pretty rather than grand, but the cliffs are higher and more precipitous as we approach the north. From Mont Orgueil Castle two roads lead northward, one running down to the beach, the other mounting the hill. Taking the latter, we reach in a short distance some fine Druidical remains, in a field close to the road. These remains are sometimes called the **Gorey Dolmen,** because on the hill overlooking Gorey, sometimes the Faldouet Dolmen and La Pouquelaye.

A lane leads down to the sea, joining the main road at **Anne Port,** a prettily situated village offering cool walks on hot days, for it faces east.

Standing about half a mile ahead is **Archirondelle Tower,** on the small completed portion of what was to be the southern arm of a great harbour of refuge in—

St. Catherine's Bay.

The work was commenced with laudable intentions, but with insufficient knowledge of local conditions, and when the northern breakwater was finished it was found that the water enclosed had not sufficient depth for the purpose intended. When the piers were found to be absolutely useless the British Government handed them to the States, who maintain the light at the extremity, keep the great wall in repair, and in return receive the rental of the adjacent lands that were acquired by the Government.

Levy, Sons & Co.,] *[London.*

BOULEY BAY.

F. Frith & Co., Ltd.,] [*Reigate.*

BONNE NUIT BAY.

A road follows the shore to **Verclut Point,** the northern horn of the bay. Here is the northern breakwater, half a mile long. It was begun in 1847, finished in 1855, and cost £250,000.

A mile or so inland is **St. Martin** (p. 67), connected with St. Helier by motor bus on Wednesday and Saturday (*see* p. 27).

The road continues past **Fliquet Bay** and a little headland, **La Coupe,** nearly 200 feet high, and then wanders inland, but we can take a cliff path over grass and furze. On nearing Rozel Bay a pretty valley opens up on the left. On high ground overlooking the sea, near a new red brick house, is a *Dolmen,* 24 feet long. The stones are of a peculiar conglomerate.

The view of the coast is fine. Five miles out at sea can be seen the rocky islets known as **Les Ecrehous,** noted for their fishing. The catches include lobsters, shrimps, bass, bream, conger eels, rays, rockfish, mullet and whiting, but these are less abundant than formerly. For many years an old man, known as King Pinel of the Ecrehous, lived on the largest island, *Maitre Ile.* Under the shelter of its highest point are the ruins of a monastery, built in 1203 by monks of Val Richer, near Lisieux, Normandy. The steamer to St. Malo generally passes quite close to the islands.

Before reaching Rozel Bay the well-timbered park of **Rozel Manor** is passed. Prettily situated in the grounds is a small chapel, a good specimen of Norman architecture. It cannot be viewed without special permission.

Should—

Rozel Bay

be reached when the tide is up, a fairer sight is not to be found on the coast. A short pier shelters a few boats and a sandy beach, while thickly wooded hills form an amphitheatre around.

Many cars visit Rozel Bay, and lunch may be taken at the *Rozel Bay Hotel.* From the hotel a steep road leads up a delightful valley, well wooded, to the high ground overlooking—

Bouley Bay.

About opposite the central portion of its shore is a common-like expanse, called **Jardin d'Olivet,** from which a fine view

is obtained. The French coast is plainly visible, and sometimes the spire of Coutances Cathedral can be seen, but this usually foretells bad weather. The vehicles do not descend, but put up at the *Bouley Bay Hotel.* The way down the steep cliff is by a serpentine path beginning in front of the hotel, and enchanting peeps between the hills reward those who essay the descent. The beach has interesting pebbles of various kinds and colours, and is a highly popular picnic resor.. (Fresh water can be obtained from the stream running down the combe.) The cliffs are nearly 500 feet high.

Back to St. Helier by road is just five miles, nearly all downhill. The village of **Trinity** and the old Church, consecrated in 1163, are close at hand. The spire is 410 feet above sea-level. The chief feature in the interior of the church is the fine monument over the tomb of Edward de Carteret, who became Bailiff of Jersey in 1663.

III. BOULEY BAY TO PLÉMONT.

As the cliff path involves arduous climbing, it is wiser to continue by the road along the heights until Bonne Nuit Bay comes in sight. Away on the right is a huge bluff headland, **Belle Hogue Point,** sheer and bare but for a little grass. From the high ground there is a fine view of Guernsey. Near the point is a **Chalybeate Spring,** once famous for its miraculous virtues. Its water was said to promote remarkable fluency of speech, and even, if imbibed before sunrise, to make the dumb speak.

A road on the right leads down, past quarries, to—

Bonne Nuit Bay ;

or the cliff path leading off from the road on the left, which rounds the brow of the hill, can be taken. The latter affords a pleasant view of the bay and little harbour, and the row of white barracks and dismantled fortifications.

To the west of **Fremont Point,** a good view-point forming the western horn of Bonne Nuit Bay, is—

The Wolf's Cave,

at the foot of a narrow rocky gorge running some distance inland. A direction notice declares the Cave to be "la plus Pitoresque et Romantique de Jersey." The road crosses

a deep granite quarry, and the Cave then lies away to the right (*see* indicators). Admission to the path is gained by passing through a refreshment pavilion (*charge, 3d.*). There is then a long and, to ladies, rather formidable descent by steep zig-zag paths almost to the foot of the deep ravine, or "chine." Visitors are here met by a guide, who conducts them to an iron ladder leading down to the floor of the cave and lights a torch, so that the dimensions and the weirdness of the cave may be appreciated. *The best time for a visit is at half-tide or at low water.* When the tide is up it is only possible to stand on the ladder and watch the waves surging up below. At low tide the sandy bottom of the cave is exposed, and one can pass through to the shore and see the *Venus Bath* (a very clear rock pool) and other objects. On regaining the top of the path, note the fine view of Guernsey, Sark, and the French coast.

The main road leads now to the village of **St. John's,** busy with granite quarries (*St. John's Hotel*). Granite from here was used for the Thames Embankment. The pretty pink colour always attracts attention, and to the non-scientific eye the pink granite has a much more interesting appearance than the blue variety. St. John's Church was built in 1204. The recent date on the spire refers merely to the cementing. Little more than half a mile from the hotel is **Saline Bay.**

> **Motor-omnibuses** run between St. Helier and St. John's, which is a good centre for exploring this part of the island. *See* omnibuses, p. 27.

By continuing westward along the road and then bearing off on the right we reach a little cove, between the two headlands of Sorel Point (left) and **Ronez Point** (right). This cove, being off the beaten track, is seldom visited, but should be more noticed. At half-tide a remarkable rock-pool can be found here, with sides almost rectangular. So regular is the shape that many people declare it to be artificially made. Its dimensions are nearly 25 feet square, with vertical sides 15 feet deep. The water left by each tide forms a bath of remarkable clearness. A pretty blue diorite stone is extracted from the Ronez quarries.

The cliffs hereabouts are too sheer for safe walking near their edge. We can either walk round by the road, or cross the gorse and bramble-lined paths to the **Mourier Waterfall.**

(The motors and other vehicles come along the lane.) The water falls over the smooth face of the cliff. Amateur photographers sometimes climb down, and for men the short descent is not difficult.

Immediately beyond is—

The Devil's Hole,

or Creux de Vis. From the Mourier Waterfall a narrow path, skirting the very edge of the cliff, proceeds to the Devil's Hole, but should only be attempted by the sure-footed. The safest way is to take the path leading inland and turn off on the right down to the Devil's Hole. Rounding a dome-shaped hill, we reach a small refreshment bar. Here *threepence* is paid for the right of descent (much easier than at the Wolf's Cave), and visitors can also see a caged black figure, with horns and tail, flap its wings and nod its head when a rope is pulled from the inside.

The hole, or creux, is a crater-like basin about 300 feet deep and 100 feet across. A wooden staircase gives access to the bottom, and a long dark tunnel leads out to sea. A "creux" is formed by the sea washing away a soft vein of rock or earth at the back of a cave. The earth or soft rock from above continually falls and is washed out by the sea until a creux is left. Another instance of this can be seen at Sark, where is the far-famed Creux Derrible. The descent to the Devil's Hole is perfectly safe, and the view of the tide rushing through the tunnelled entrance and over the great boulders which strew the foot of the creux is very fine. About half an hour is required to descend and return to where the motors wait.

Crabbé is the next cove to visit, and those who wish to see it must re-ascend the path and bear to the right, returning shortly to the coast again. The cliffs are finely formed, and the rocks are wave-worn into pinnacles and minarets. Descend to the beach by the fishermen's path down the narrow cleft in the cliff.

About a mile to the west is the famous—

Grève de Lecq.

Access.—Those who are not following the rather difficult coast walk here described will probably reach the Grève de Lecq by motor or cycle. Cyclists should approach it *viâ* St. Mary's, and after passing the church take the first turning on the right, gradually descending a lovely valley, some two miles long, to the sands.

Hotel.—*Grève de Lecq Pavilion.*

Levy, Sons & Co.,] VIEW ABOVE THE DEVIL'S HOLE. [*London.*

Photochrom Co., Ltd.,] [*London.*

PLÉMONT.

In appearance this delightful cove closely resembles the North Devon combes, with steep grassy cliffs on either side and a deep wooded valley running inland. The Grève (grève = sandy beach) has varied attractions. Excellent bathing can be had, and the sand dunes are a favourite resort of picnic parties.

To visit the cave low water is essential. The path over the hill seawards, behind the barracks, leads over the shoulder of the cliff and down to the rocks below. Then these must be traversed in order to reach the entrance to the cave. The cave is really a natural tunnel, 150 feet long, through the Point. The greater part is dark, and the floor is mainly composed of pools and unsteady stones. A stony beach lies between the exit and the almost perpendicular path which leads to the summit of the cliff, 176 feet above the shore.

To reach Plémont we can continue by the cliff, passing **Douet de la Mer,** where there is a waterfall. Or we can go up the lane behind the Pavilion and bear round to the right. This brings us to the beautiful and much-photographed **Vinchelez Lane,** with its overhanging trees. After passing the old stone gateway the backward view is charming. For—

Plémont

(*Plémont Hotel*) a lane leads off presently on the right, and the motors run up to the hotel.

At Plémont are caves which can be visited without inconvenience at low water. To facilitate access to them, paths and bridges have been constructed, and for the use of these a small fee is asked. As the bridges are descended, there are caves on the right, and beneath the bridges, and again a little distance away to the left. Sometimes natural arches lead from one to the other, but all are interesting. The view seawards from the large cave, with the long pointed **Needle Rock** outside, is very pleasing. A passage leads from this cave to the pretty **Waterfall Cave,** in which a stream of water falls from the cliff above and makes a transparent curtain. This is at its best after a heavy shower of rain. The most westerly cave is a little difficult of access even at low tide by reason of a pool, across which ladies are usually carried. There is really nothing remarkable to see when the trip has been made, but it is fairly popular. While

at Plémont many passengers find time for a bathe, and a more tempting spot for the purpose would be hard to discover.

In the vicinity of the caves the cable connecting Jersey and Guernsey enters the sea. Those who have read the *Battle of the Strong* will look with special interest at the hut to the right of Plémont Hotel, as it is mentioned in the story.

A mile or so west of Plémont is **Grosnez Castle,** at the extreme north-west point of Jersey (see below).

IV. PLÉMONT TO CORBIÈRE.

After ascending the gorge and reaching the high ground, we can walk across the common-like expanse (or take the road) to Grosnez Point, on which are the ruins of **Grosnez Castle.** The only considerable portion still standing is the entrance gateway, but the design of the walls and buildings can be traced. Enclosed within wooden railings are pieces of old stone, carved at the ends. There is no record of the date of this Castle, but the architecture is of the fourteenth century. From the Point the view of the coast, with black sheer cliffs on either side, is imposing, and here one gets the best views of the Paternosters, Sark, Herm, and Guernsey.

Eastward of the ruins a pathway leads to the head of a precipitous gorge, at the bottom of which the sea even in the calmest weather makes grand play as it frets itself into a white foam round the base of the cliff, and if the tide is low a curious natural bridge, the **Pont de la Moie,** will be seen by descending into the quarry to the right of the Castle.

We now turn southward, and in about a mile over the turf reach the **Pinnacle Rock,** a mass of granite rising vertically from the sea to a height of 200 feet, and connected with the mainland by a narrow ledge of rock. Shortly after we rejoin the road leading to **L'Etacq,** a huge circular mass of grey rock rising from the beach. The adventurous can easily make the ascent. To the south lies—

St. Ouen's Bay,

the largest inlet in the Channel Islands. The village of **Etacq** snuggles at the base of the rock. Some visitors do not care for this side of the Island and call it desolate and weird. It is certainly the barest side. The hills rise a little distance inland, and an expanse of grass-covered sand lies between them and the sea. A road skirts the beach, passing

Levy, Sons & Co.,] [*London.*

THE NEEDLE ROCK, PLÉMONT.

THE CORBIÈRE LIGHTHOUSE.

several towers and scattered cottages. The solid architecture of the latter exemplifies the necessities of the district. Only those who have experienced the full force of a south-westerly gale in St. Ouen's Bay in the depths of winter can understand what contrasting aspects this almost sub-tropical island possesses.

Midway along the curve of the bay is **St. Ouen's Pond,** a marshy pool formed by several small streams. Farther south, and about half a mile from the shore, stands **La Rocco Tower,** near which is the only safe anchorage in the bay.

It was in St. Ouen's Bay that the Parliamentary forces, conveyed by Admiral Blake's fleet, successfully landed and overcame the royalist faction in 1651.

At the southern extremity of St. Ouen's Bay is Corbière Point, which has near it—

The Corbière Lighthouse.

Access.—From St. Helier by railway *viâ* St. Aubin (*see* p. 28). Return fare, 2*s.* 6*d.* first, 2*s.* second. Excursion tickets on Sundays and Thursdays at reduced fares.

A single glance at the sea at any state of the tide is sufficient to convince one of the necessity of a powerful light at this point of the coast. Corbière Lighthouse was built in 1874 on a rock which rises 90 feet above high water. The light, 135 feet above sea-level, is visible seventeen miles, showing white in some directions, red in others. In foggy weather an alarm bell, giving three strokes every 30 seconds, and the automatic firing of explosives, warn mariners of their danger. At half-ebb tide a paved causeway between the Point and the lighthouse is exposed. At the farther end ninety-five steps lead up the rock. The public are not admitted to the lighthouse itself, but are allowed to pass round the lower gallery outside, which is an excellent point from which to view the wild and rugged scenery around. Should the tide be rising, it is most important not to delay one's return to the mainland too long, as the causeway is covered with surprising speed.

At Corbière will be found the *Corbière Pavilion* hotel, *Le Châlet,* and other refreshment places. The distance by road to St. Helier is seven miles. The railway terminus is quite near the Point. Below the Corbière Hotel are the **Pirates' Caves** and the **Smugglers' Cave,** the approach to which is rendered easy by a concrete path over the rocks.

V. CORBIÈRE TO ST. AUBIN.

This section includes some lovely coast scenery, but the road runs a little distance inland and access to the cliffs is barred.

A short distance eastward of the Corbière Hotel are quarries which have supplied an immense amount of stone for London and elsewhere. When still less than a mile from the hotel, one is abreast of **La Moye Point,** with its signalling station.

A quarter of a mile eastward of these is **Fiquet Bay,** with some splendid rocks detached from the shore in fantastic shapes, like ruins of ecclesiastical architecture. Then soon the road descends through a picturesque glen to—

St. Brelade's.

Golf Links.—The *La Moye* course is within easy reach (*see* p. 29).
Hotel.—*St. Brelade's Bay*, close to the sands.
Railway Station.—Don Bridge, a mile northward.

On the westward side of the lovely bay is **St. Brelade's Church,** picturesquely situated, and more interesting than any other in Jersey. Portions date from the twelfth century. The old steps to the rood loft remain.

In the churchyard is the **Fishermen's Chapel,** believed to date back to the year 1100 and to be the oldest place of worship on the Island. It is only 43 feet long and 18 wide. The walls are 9 feet high and 3 feet thick. There are five little windows. The roof is constructed of small stones, and on the inner side are traces of ancient frescoes.

The best preserved of these represents the Annunciation, and was accidentally discovered a few years ago in consequence of rain having leaked through the roof and saturated the plaster on the wall. As colours appeared through this dampness the wall was cleaned and a very decayed fresco of the Assumption was laid bare. Stronger colour showed beneath this fresco, however, and on further cleaning operations "the Annunciation" appeared. The work is thought to date from about 1300.

On the right, past the church, is a rocky headland which should be climbed for the sake of the view it affords. At the base of the headland is a short stone jetty. Immediately below are the remains of an old battery.

St. Brelade's Bay has a superb stretch of sand, affording the safest of bathing at all states of the tide, and a fine hard surface for walking. The eastern horn is **Fret Point,** a bold

E. H. Toovey,] [*Jersey.*

ST. BRELADE'S CHURCH.

F. Frith & Co., Ltd.,]

JANVRIN'S TOMB, PORTELET BAY.

[*Reigate.*

cliff from which a semicircle of green hills forms a delightful background to the bay.

Crossing the sands past the Martello towers to the east side of the bay, and taking the lane up in the corner, so to speak, we mount to the higher ground. The direct road to St. Aubin runs northward, but by a slight détour to the south we can, in a few minutes, overlook the island-dotted—

Portelet Bay,

small, but charming. Richly covered hills surround the waters of the bay on three sides, and a fringe of yellow sand sparkles in the sun. Rising from the centre of the bay is a little hill, crowned with what is known as **Janvrin's Tower.** A certain Captain Janvrin arrived at Jersey with the plague aboard his ship. One by one the crew died, and still the captain dared not land, although in sight of home. Finally he, too, succumbed, and was buried on the island which is now called by his name. The registers at St. Brelade's contain the record of his burial, the body having been afterwards transferred to the cemetery.

To the east of Portelet Bay is **Noirmont Point,** which forms the western arm of St. Aubin's Bay and unfolds a grand view in all directions. The Point is marked by a barrel-shaped black-and-white tower, a prominent object during the sea passage.

For St. Aubin the road leads due north for about a mile and a quarter.

St. Aubin.

Apartments.—St. Aubin is very popular as a holiday resort, and in consequence early application for apartments is necessary.
Bathing.—good.
Boating.—good.
Golf.—The *La Moye* links are easily reached (*see* p. 29).
Hotels.—*See* Introduction.
Motor-coaches and **Brakes** start from St. Aubin for various parts of the Island, and seats can be booked (by telephone) on the vehicles from St. Helier which pass through the town.
Places of Worship.—*St. Aubin's Church*, services at 8, 11 and 7. *Independent Chapel* and *Wesleyan Methodist Chapel*, services at 10.30 and 6.30.
Postal Information.—*See* p. 14. The Post and Telegraph Office is two minutes' walk from the railway station, by way of the Market.
Railway Station.—Close to the water's edge. Frequent service to and from St. Helier, less frequently to and from Corbière.

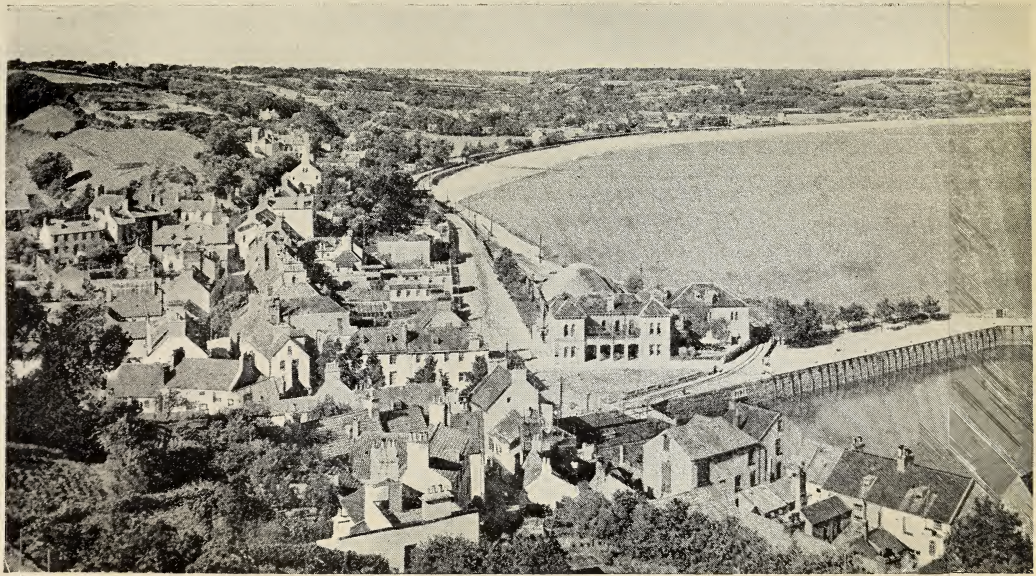
Fares to—	*St. Helier.* s. d.	*Corbière.* s. d.
1st Class single	0 9	0 10
„ return	1 0	1 3
2nd Class single	0 6	0 7
„ return	0 9	0 10

For convenient and prompt access to beautiful scenery and lovely walks, St. Aubin has the advantage over St. Helier, and makes a stronger appeal to lovers of a quiet holiday. The little town is in the very heart and centre of the best the Island can offer, and one has not to pass through long streets of shops and houses. After the beautiful St. Aubin's Bay there is Portelet Bay, always charming, little more than a mile to the south, and St. Brelade's Bay, the same distance to the south-west. Again, leading up from the village is a valley road beside the railway, with thickly wooded hills on either side, and cottages smothered in a careless growth of roses, honeysuckle and greenery. Then a short mile to the north is Beaumont, with two lovely valleys, one of which is overlooked by St. Peter's New Road; St. Peter's Valley Road runs through the other.

The spacious tidal **Harbour,** enclosed by two piers, is now shallow and deserted. During many years of the seventeenth century, the harbour and roads were crowded with vessels captured by Sir George Carteret, the Governor of the Island, whose privateering served him in two ways: it annoyed the Parliamentarians, and supplied him with the money needed to maintain the royal castles. To give the appearance of legality to Sir George's freebooting practices, Charles I gave him the rank of Vice-Admiral. The privateering inflicted such serious losses on British merchants, especially in 1650 and 1651, that Admiral Blake was sent by Cromwell to obtain possession of Jersey, as related on p. 44.

Excellent bathing is to be had at St. Aubin, between half-flood tide and half-ebb. The St. Aubin's Swimming Club has a high diving stage at Sally Mitchell's Rock, where all who wish may practise. When the sea reaches a higher level another diving stage nearer the bulwark may be used; at both these spots distance poles are erected to mark 55 and 110 yards. The Club's bathing cabins are usually available for a small charge. The St. Aubin's Swimming Club holds a very popular annual gala about the end of July or the beginning of August each year.

A delightful walk is to skirt the harbour just beyond the station, to the last house on the Boulevard, then descend to the beach and scramble along the rocks, past the bathing-places, as far as the tide will permit. It is necessary to watch the tide rather carefully, however. This little bay, wooded to the water's edge, is very charming.



Levy, Sons & Co.,] [*London.*

ST. AUBIN, FROM THE SOUTH.

Levy, Sons & Co.,] [*London.*

ST. AUBIN, SHOWING THE STATION, HARBOUR, AND SOMERVILLE HOTEL.

St. Aubin's Fort, lying off the harbour, was constructed in the reign of Henry VIII to protect the town from attacks by sea, for St. Aubin was once Jersey's capital. It was rebuilt in 1742. Having become useless for defence, the Government in 1920 sought a tenant for it. Inside the ramparts is a pleasant grassy court, from which the view embraces Elizabeth Castle, the grand sweep of the bay, and St. Aubin's town.

VI. ST. AUBIN TO ST. HELIER.

Road and rail closely follow the curve of the bay, and there is a grand view all along.

About a mile from St. Aubin is **Beaumont** (for St. Peter's Valley New Road), a thriving village with a few shops and a small hotel. The next station is **Bel Royal** (for St. Peter's Valley). Not far from the station is a small house, called Bel Royal, in which Charles II is said to have been hidden.

Millbrook, two miles from St. Helier, is a pretty little village with the nearest station to the Waterworks Valley. Around the village are many pleasant houses and gardens. The **First Tower** follows, then **West Park,** serving the west end of the town, and finally St. Helier's station, at the Harbour.

THE VALLEYS AND ROADS OF JERSEY.

TO ST. SAVIOUR, PRINCE'S TOWER, AND ST. MARTIN.

(*Motor-bus Services, see* p. 27.)

THIS is the main road leading out from the east side of St. Helier, passing Victoria College and Government House and ascending to **St. Saviour.** The church, similar in appearance to St. Helier's, was consecrated in 1154. Beyond the church, in a slight hollow, is the former residence of Dean Le Breton and the birthplace of his famous daughter, Mrs. Langtry.

About a mile beyond is the village of **Five Oaks** (*Five Oaks Hotel*). In a brickfield are the so-called **Troglodyte Caves,** an instance of what can be done with shells, stones, a little lake and a few mud walls. Some visitors find a quaint interest here, others are amused, and others again are not. In another mile—

Prince's Tower

is reached, beside which is *Prince's Tower Hotel.* The summit of the tower commands a view of about two-thirds of the island. A quaint legend attaches to this spot, likewise an interesting piece of history.

The Legend of Prince's Tower.—Once upon a time, news having reached the Baron of Hambye (near Coutances, Normandy) that a terrible monster was ravaging this district, he set out with his servant to rid Jersey of its terror or die in the attempt. To the disappointment of the servant, the Baron was victorious, and thereupon he was treacherously killed by his companion. Then the villain returned home and informed the Lady of Hambye that the monster had mortally wounded her lord, but that he himself, with courage born of despair, had valiantly overcome the creature, and that the Baron's dying request to his lady was that out of gratitude she should bestow her hand on the faithful servant who had avenged his lord's death. The strange request was granted, and then, owing to her new lord's unfortunate

habit of talking in his sleep, the truth was discovered and the wretch was hanged. The Lady of Hambye came to Jersey, found her husband's body and buried it under a large mound of stones. She likewise built the Abbey of Hambye, now one of the most beautiful ruins in Normandy.

The Historical Incident.—A Jersey youth, Philip D'Auvergne, in the English navy, was captured and imprisoned by the French. His name was noticed by the Duke D'Auvergne, who wanted an heir, for his own was an idiot. Inquiries were made and kinship was proved to the satisfaction of the Duke. The youth subsequently inherited the estate and title of Duke D'Auvergne and Bouillon. He retained his rank in the navy and became Rear-Admiral. Whilst on the Jersey station he resided at Mont Orgueil Castle. As his sympathies were with the French royalists in the Vendean War, his estates were confiscated, and on going to Paris for redress, he was expelled from the country. By the Congress of Vienna, the estates were decreed to belong to the family of the Dukes of Rohan, who claimed true descent from the Dukes D'Auvergne. The hero of this romantic experience was born in 1754, and died in London, bereft of his titles, in 1816. It was he who erected the Prince's Tower over the mound said to have been built by the Lady of Hambye in memory of her murdered husband. The tower was used by D'Auvergne as a look-out station.

Sir Gilbert Parker, in his splendid Jersey novel, *The Battle of the Strong*, has woven his romance around, and added much fiction to, the historic Philip D'Auvergne, who figures throughout the novel as Philip D'Avranches.

For **St. Martin** we leave the main road (to Mont Orgueil) and proceed by lanes northward until the St. Martin's road is rejoined. (Hotel: *The Royal.*) The chief feature of the old church is the number of huge buttresses supporting the building. By taking the road leading round the east end we reach, in about ten minutes, **Rozel Lane,** where the trees arch overhead. On either side of the road is a leafy glen, and a lake glistens through the leaves on the right. A short distance beyond is the entrance to **Rozel Manor** (*see* p. 55).

THE VALLEY DES VAUX.

This secluded valley is the nearest to St. Helier. The entrance is at the end of Val Plaisant (by St. Mark's Church). The lane wanders between the hills, accompanied by a little stream, and the cottages are the prettiest to be found anywhere. By ascending the steps on the left, the visitor may

pass through *The Jersey and High View Nurseries,* well worth visiting. Sometimes as many as 30,000 rose trees can be seen in flower. The proprietor invites public inspection (except on Sundays). At the top of these steps a view of the valley is obtained.

By the lanes on the left we reach **St. John's Road,** the main road north to St. John, while the lanes on the right lead into **Trinity Road,** leading northward to Trinity Church.

THE BELLOZANNE VALLEY.

By train or road to First Tower. The main road leading inland leads directly northward over Mont Coch on to St. John's. At the junction of the roads the lane entering the **Bellozanne Valley** bears off on the right. The avenues offer delightful shade on a hot day.

THE WATERWORKS VALLEY.

By train or road to **Millbrook,** one of the prettiest of Jersey villages, on St. Aubin's Bay. From the station turn inland to the main road, then to right for a few yards. Opposite a grocer's shop is an iron direction-plate indicating the entrance to the Valley.

At the junction of the St. Peter's Road is an old gun bearing the inscription, " John Owyn made thys pese anno domini 1551 for the paryshe of Saynt Peter in Jersse."

After the first uphill stretch, the road is well sheltered, and offers a pleasant walk in hot weather. Half a mile from the coast are the pumping stations and filter-beds of the Jersey New Waterworks Company. Passing on, the road skirts the Millbrook storage reservoir. A mile farther, the road, skirting the old works of the Company, leads past the **Dannemarche Reservoir,** with its massive granite dam.

Again ascending by the Valley, some *China Quarries* are reached. The Valley terminates in the parish of **St. John's,** near the north coast of the Island.

ST. PETER'S VALLEY.

By train or road to Bel Royal station and take the road branching off inland to the left. This road is the finest drive on the Island. (Note: This is not the nearest route to St. Peter's. *See* the next Valley.) At the extreme end of the Valley is the village of **St. Mary,** at the meeting-place

of many roads, the best known to visitors being that which runs off north-westward down the Valley to the Grève de Lecq. St. Mary's Church has some very musical chimes.

ST. PETER'S VALLEY NEW ROAD.

By train or road to Beaumont and take the main road leading inland. This is somewhat steep, of necessity, as the interior of Jersey is a tableland cut into by valleys. The road overlooks the Valley on the left. The views in all directions are very fine. Take for instance the view from the hill-top down the wooded valley, with the break of the dark green hills opening out a view of the blue waters of St. Aubin's Bay, with Elizabeth Castle in the centre of the picture.

The new road leads to **St. Peter's,** a marketing centre for the western parishes. The church was consecrated early in the latter half of the twelfth century, but much of the building is of a later date. The tower is the highest in Jersey. The most attractive feature of the interior of the church is a finely-carved altar-piece representing the Last Supper.

About a mile beyond St. Peter's is the entrance to **St. Ouen's Manor.** The stately mansion bears a marked resemblance to a French château. Originally the buildings formed a substantial castle founded in the twelfth century. In the latter part of the seventeenth century the manor was rebuilt with the exception of the two towers behind the south wing, and in 1890 the restoration of the house was begun. For generations St. Ouen's Manor has been the residence of the De Carteret family.

The village of **St. Ouen** is rather more than half a mile farther. The church has been much enlarged and altered. It has some stained-glass windows; a brass plate records the principal dates in the life of Sir Philip de Carteret, and a staircase leads from the centre of the church to the belfry.

ST. LAWRENCE AND ST. JOHN'S ROAD.

By rail or road to Millbrook, from which St. Lawrence is about 1½ miles north. The church, dedicated in the twelfth century, is one of the finest in the Island.

Some three miles farther north, passing the *Carrefour Selous Hotel* midway, we reach the church at **St. John.** The neighbourhood, particularly at Mont Mado, is busy with granite quarries. The stone is of a pretty pink colour. Several of the quarries are of great depth.

CYCLING IN JERSEY.

THERE are few restrictions to be observed by cyclists, but every cycle must bear a number plate, obtainable at the police office. Jersey being larger than Guernsey, there is a greater choice of routes. The cyclist from London and other large centres will appreciate the relatively small number of motor-cars in the Island, but we would repeat a hint already given (p. 30): *Start early*, before the excursion vehicles are on the roads. Not only is all dust avoided, but the places of popular resort can be seen before the crowd arrives.

When hesitating between two roads, should one possess a footpath it can safely be assumed to be the main road and not a by-lane.

With the exception of the level run round the bay to St. Aubin, all the roads out of St. Helier are uphill—very uphill in some cases. Generally, it can be assumed that the homeward run from any part of the Island will be considerably quicker than the outward, for the valley roads all drop from north to south.

Distances from St. Helier, *see* p. 48.

I.—**To St. Aubin and back,** a perfectly level run of eight miles, passing through First Tower, Millbrook and Beaumont.

II.—**To Mont Orgueil by the Coast, returning *viâ* Prince's Tower.** A round of about twelve or thirteen miles. Proceed to Havre des Pas and St. Luke's, and take the road parallel with the railway. After passing Samarès station, two miles, take next lane on right and reach the sea. Follow the road skirting beach, passing Pontac (hotel) and rounding La Rocque Point. The road now undulates and passes Grouville Common and golf course. Mont Orgueil Castle is reached without difficulty. There are several hotels below.

A cross-country road of half a mile leads inland and uphill to St. Martin's Road. On reaching the main road turn left, and in another mile reach Prince's Tower, with hotel. Take the shady lane at the back of the tower and reach Five

Oaks, shortly followed by St. Saviour's Church. An easy decline, passing Government House, leads down into St. Helier.

III.—**To Rozel Bay and Bouley Bay,** about thirteen miles altogether. Proceed to Five Oaks, and take the St. Martin's Road as indicated by sign-posts. The village is four miles from town. Follow the road round the east end of church and enter Rozel Lane. Turn to right (left leads to Trinity) and in a few yards pass entrance to Rozel Manor. A gradual descent leads to Rozel (keep carefully to left side of road). After seeing the bay, long gradual ascent through prettily wooded scenery to the Jardin d'Olivet, overlooking Bouley Bay. Instead of at once descending keep along to the hotel, which is on high ground. From here a serpentine path leads down to the beach. Trinity lies a short mile inland from Bouley, and then the road is direct and downhill to town, due south for three and a half miles.

IV.—**To Grève de Lecq and Plémont,** about nineteen miles altogether. Proceed by St. Aubin's Road to Bel Royal. Bear off on right up St. Peter's Valley (follow the stream) to St. Mary. Turn to left, then first on right, and free-wheel down the lovely valley to Grève de Lecq. Take road on western side of bay, and bear rightward for Plémont. After seeing the caves, Grosnez Castle can be visited.

Return through Vinchelez Lane, and on reaching the road leading to St. Mary, leave it on left and continue straight ahead. The church spire and village of St. Ouen will be seen through the trees a few fields off on right, and we soon reach St. Peter. Steady descent to Beaumont by the good New Road, with lovely view down the valley. At Beaumont turn left for St. Helier.

To vary this route and make a round of about twenty-five miles, leave Grosnez Castle as described on p. 60, and follow the low level road skirting St. Ouen's Bay almost to the Corbière lighthouse. From here the country undulates, but the hills are not very trying. Proceed to St. Brelade's Hotel (two and a half miles from Corbière) and thence over the hill to St. Aubin. This extended round is not difficult—though, owing to confusing turnings, it may sometimes be necessary to ask directions—and passes through the grandest Island scenery.

INSULAR NOTES.

The Chief Officials of Jersey.

(*a*) The **Lieutenant-Governor** is appointed by the Crown. He is usually a general officer in the Army. He has a seat in the States, in the Royal Court and in the Licensing Assembly, but his civil authority is limited. He has supreme control over all military matters.

(*b*) The **Bailiff** is the highest civil authority and occupies an honoured and coveted post. He is President of the States or Parliament, and also of the Royal Court.

(*c*) The **Jurats,** twelve in number, are elected for life. They sit in the States and in the Royal Court, where with the Bailiff they collectively form the judicial bench.

(*d*) The **Rectors.** Jersey has twelve parishes, each with a Rector, who has a seat in the States.

(*e*) The **Procureur Général du Roi** is the Attorney-General.

(*f*) The **Avocat Général du Roi** represents the office of Solicitor-General.

(*g*) The **Vicomte,** or Viscount, discharges the duties of High Sheriff and Coroner.

(*h*) The **Dénonciateurs** or Sheriffs (two).

(*i*) The **Greffier** is the Clerk of the Court and of the States.

(*j*) The **Connétables,** of whom there are twelve, one for each parish. This is an important honorary post, somewhat analogous to the chairmanship of an English parish council.

The Connétable is the highest officer of the parish and presides at all parish meetings other than ecclesiastical, when the Rector presides. Other members of the parish assembly are called centeniers (two for each parish except St. Helier, which has six), vingteniers, police officers and principals (ratepayers of over 120 quarters in St. Helier and 60 in the rural parishes).

(*k*) The **Deputies** hold office for three years. Six are elected for St. Helier by districts, and one for each of the other parishes. The scope of their duty is confined within the Legislative Assembly and on the States committees.

The **States,** or **House of Parliament,** is composed of the Bailiff, the Lieutenant-Governor, the Jurats, Rectors and Connétables, and the 17 Deputies—55 in all.

Discussions in the States may be conducted in either French

or English, at the option of the speakers. All official documents, laws, propositions, etc., are drawn up in French, the official language. The Lieutenant-Governor, the Attorney-General, and the Solicitor-General sit in the States and may take part in the discussions, but have no vote. The Bailiff has a casting vote and the right of *Dissent*. Nearly all the business of the States is delegated to standing committees. The enactments of the States are law for three years, and are then renewable. Laws to be permanent must be submitted to the King in Council.

The **Royal Court** consists of the twelve Jurats, and is presided over by the Bailiff. Cases first come before *Le Nombre Inférieur*, which consists of the Bailiff and two jurats. From this court there is an appeal to *Le Nombre Supérieur*, or Full Court, which must consist of at least seven Jurats. From this Court appeals can be made to the King in Council. The pleadings are in French.

Criminal Assizes are held every two months; the jury consists of 24 men; 9 dissentients can acquit.

Ecclesiastical Court.—In Jersey there is an Ecclesiastical Court, with the Dean as President.

Cattle.—In its breed of cattle Jersey holds its own the world over. In beauty of shape the Jersey animal far surpasses those of the other Islands. Jerseys are usually of fawn or smoke colour, and are beautifully shaded on the ribs and haunches. The face is deer-like and free from flesh, the horns are short and black in colour. They are free milkers, the milk being of rich colour and extremely rich in cream. It is the butter-making breed *par excellence*, the beautiful rich colour of the butter conferring upon it a special value. The purity of the breed is carefully maintained, each farmer willingly conforming to the somewhat stringent laws.

Crops.—Foremost is the early **Potato** crop. Some few years ago the farmers gave up nearly everything for potato culture, and stupendous quantities are now exported from the Island in May, June and July. All the loads pass over the weigh-bridge at St. Helier. The grower receives a certificate of the net weight. This he takes to the merchant to whom he sold the potatoes, receives the money, and returns home, with perhaps £100 in his pocket, to fetch more of his crop. Careful records are kept in the weighbridge office, and these show that for quantity exported, 1907 was the record year, when it amounted to 77,800 tons. On each of ten days in June (always the busiest month), over 2,000 loads were weighed, the record being 2,179 tons. For a whole week the office was open day and night. The crop for 1919 was comparatively small, but the money the growers received was £994,054.

In 1920 the weight was 56,298 tons, and the growers received £1,191,904. The second crop of potatoes is consumed in the Island, unless exceptionally high prices encourage exportation.

Next in importance come **Tomatoes,** which are being more extensively grown. Most are produced in the open, not under glass as in Guernsey. Tons upon tons of **Apples** and **Pears** are also sent to the London market, as well as large quantities of **Grapes.** Of these, Black Hamburg and Muscats are the favourites.

Geology.—Granite chiefly predominates in the north-west from Grosnez to Mont Mado, and as far south as the centre of the Island; schist in the lower western half of Jersey; and hornstone porphyry in the eastern half, north of a line drawn from St. Aubin's Bay to Mont Orgueil. In and around these formations are several interesting patches, such as a peculiar conglomerate in the north-east corner, from St. Catherine's Bay to Bouley. The Druidical remains at Rozel are formed of masses of this conglomerate. Several patches of blown sand occur, notably all along St. Ouen's Bay, along Grouville Bay and Grève d'Azette. North of the latter (and east of St. Helier) is a solitary patch of syenite, while granite is again found in odd places such as the Corbière, part of St. Brelade's Bay, and on the headland enclosing Portelet Bay.

The above merely catalogues the geological formation of the Island. We refer students to the technical works on the Channel Islands (pp. 23 and 112). There is no doubt that at one time Jersey was connected with France by low-lying land, and it is said that one or more bridges existed to cross streams or fissures. It is known, too, that Alderney was once connected with Normandy by a road which the islanders had to maintain with branches of trees and wood. (*See* p. 137.)

Ferns.—Though not quite so plentiful in Jersey as in Guernsey, ferns grow in great profusion in the valleys and lanes. The following list (most of which can be found in Jersey) applies to all the Islands:

Adiantum capillus veneris. Wild maidenhair. Alderney and Jersey. Rare.
Asplenium adiantum nigrum. Common in hedges and on walls.
,, *lanceolatum.* Shady hedgerows, especially Guernsey.
,, *marinum.* Caves and rock crevices by the sea.
,, *ruta muraria.* On old walls, anywhere.
,, *trichomanes.* On old walls. Prefers Jersey.
Athyrium filix fœmina. Lady fern. Wooded valleys.
Blechnum boreale. Hard fern. Hedges.
Ceterach officinarum. Scaly spleenwort. Old walls.
Gymnogramma leptophylla. Rare. Jersey, south side, and Guernsey.

Lastrea dilatata. Common in Jersey, Guernsey and Sark.
,, *filix mass.* Common in all the Islands.
Ophioglossum lusitanicum. Rare. Guernsey, only on cliffs, near Petit Bôt.
Ophioglossum vulgatum. Common in marshes in Guernsey.
Osmunda Regalis. Royal fern. Not common. Damp wooded valleys.
Polyodium vulgare. Abundant everywhere.
Polystichum angulare. Prickly fern. Shady hedgerows of Jersey, Guernsey and Sark.
Pteris aquilina. Common brake.
Scolopendrium vulgare. Abundant.

Taxes.—These are not levied in conformity with English practice, and in the aggregate they are small. There is no income tax, and for local purposes there is no levy at all approaching even the most moderate of English "rates." There is a light duty on wines, spirits, tobacco and tea. Occupiers whose furniture, jewellery and other personal effects exceed £120 in value have to pay a small percentage of the valuation, and in the rural districts the inhabitants have to maintain the roads by working upon them two or three days a year, by supplying horses and vehicles for the necessary cartage or by paying the trifling sum for which these services can be commuted. A further contribution to road maintenance is provided by a tax on motor-cars.

Jersey Cabbage Stalks grow to a great height when carefully tended, and are manufactured into walking-sticks. The craving evinced by visitors for these sticks is known as the "Jersey fever." Nearly all holiday-makers succumb.

Vraic is seaweed collected and used for manure and fuel. When burnt, the ash is valuable also for manure. The weed may be cut only at certain periods, though the vraic thrown on the beach after a gale can be collected by anyone at any time.

Eau-de-Cologne.—In consequence of the immunity from English Customs duties enjoyed by the Channel Islands, the manufacture of this popular perfume has developed into an industry of considerable importance. Jersey Eau-de-Cologne has attained a wide reputation, and most visitors make a point of taking a small quantity home with them, subject of course, to the Customs regulations.

Currency.—British notes and coins circulate, plus local £1 notes and Jersey "coppers," which are of the same value as the British. French and other foreign bronze coins are accepted at the post offices and in the shops, but not at the railway stations.

GUERNSEY.

General Description—Climate—How to See the Island—Car Routes—Omnibus and Tram Services—How to Spend a Wet Day.

THE old Norman writers called the Island Grenezey or Grenezay, meaning "Green Isle." Guernsey, as the name is now spelt, is the designation of the island second in size and importance in the Norman archipelago which we call the Channel Islands. Roughly speaking, it is triangular, the three sides facing east, south and north-west, and being respectively about 6½, 7 and 9½ miles in length. The Island has an area of 16,005 acres, with about 10,000 acres under cultivation. The population is about 43,000.

The capital, **St. Peter Port,** stands midway on the east side, and is about 108 miles from Southampton, 75 miles from Weymouth, 25 miles from St. Helier, Jersey, and 42 miles from Cherbourg. It is a long, rambling town, with some good shops and buildings, and streets rising steeply from the docks and sea-front. About two miles to the north is the busy, unpicturesque port of **St. Sampson's,** whence thousands of tons of granite are annually exported. The Island contains ten parishes, each with a parish church.

In the—

Coast Scenery

of the Island, strangers find great delight. Thickly-wooded cliffs enclose Moulin Huet Bay, Saints Bay, and Petit Bôt Bay, on the south, and here the vegetation is seen at its best. On the more exposed westerly shore are the fishing grounds of Rocquaine Bay, L'Erée Bay, Perelle Bay, Vazon Bay and Cobo Bay. L'Ancresse Bay, close to the golf course, presents, like its neighbour, the Grand Havre, features of quite a different type, and there are equally varied characteristics on the east coast, which in addition to the ports named above

Le Marchant
Semaphore
Fort Doyle
Platte Fougere L.t Ho.
Generating Station
Tower
Alderney Point
Landes
Fort Pembroke
L'ANCRESSE
Rocquevais
BAY
St Maglorie
Homtole
Tower
Tower
La Fontenelle
Paradis
Golf
Tower
Course
Doyle Rock
Road
La Rothelle
Dolmen
Hommet Paradis
Tower
L'Ancresse Common
Moye
Lancresse Road
4m.
L'Ancresse Road
Les Mielles
Clos du Valle
Rue du Marais
La Turquie
Clotures
Les Landes
Rue des Petits Marais
Le Marais
Sch.
Grand Rue
Cocagne
Hommet Bonnet
Vellurel
La Grève
Rue Des
P.O.
Windmill
Bordeaux
Bordeaux Harbour
S.Sns
Fortebrie
Imbert Bay
Ville Baudu
Parsonage
Belval Road
Maraitaine
Sous les Hougues
Vale Castle
Ch.
Braye
Braye Road
Braye Ho.
Grove Ho.
Doyle's Battery Road
ST SAMPSON'S
St Sampson Harbour
Pier
Mont Crevelt
Chapel
Church
2m.
Grosse Mougue
Rohergerie Road
Sch.
Gigands
Saumarez Memorial
Delancey Park
Reservoir
Grand Havre's Road
Pulvert Battery
Spur Point
Vivian Beacon
Marais
Church
Hougue Nicolle
Banks Village
Fort Railway

WARD, LOCK & CO., LTD., Warwick House Salisbury Square, LONDON.

John Bartholomew & Son Ltd. Edin.

has Bordeaux Harbour, Belle Grève Bay and Fermain Bay.

At the entrance to the harbour of St. Peter Port, Castle Cornet, dating from Plantagenet days, looks boldly out to sea; and a short distance to the south is Fort George.

The western side of the Island is the least interesting, the shore there being flat, with extensive vistas of dark, seaweed-covered rocks at low water. Near the south-west corner are ridges of rocks stretching far out to sea, the Hanois Rocks being the most prominent. To use the incisive words of Victor Hugo, "this rock—this midnight assassin—has filled the cemeteries of Torteval and Rocquaine."

Inland there are one or two pretty valleys, but they do not compare with the beauty of sylvan Jersey. There is, however, one delightful feature of inland scenery which specially belongs to Guernsey, namely, the **Water-Lanes.** Charles Wood's description of them can hardly be improved upon:

> "Imagine a rugged, picturesque lane leading to the shore. In the centre is a running stream, and the water purls down with a rippling sound suggestive of music and laughter and Undine. It twists about in its course like a snake. The bed is shallow, and the stones are smooth and polished. Ferns grow in abundance and charm the eye with their fresh green beauty and grace."

The most frequented water-lane is that which leads from Ville Amphrey almost to the shore of Moulin Huet Bay; there are also several very charming ones (in wet weather rather difficult) leading down from the Forest Road to Petit Bôt. Another, much visited, is at the Couture, on the northern outskirts of St. Peter Port. Ferns grow luxuriantly, and splendid specimens of tasselled or divided *Scolopendrium vulgare* may reward the careful searcher.

But yet, generally speaking, Guernsey's charms are on the coast. Elsewhere, on every hand, glass-houses are seen for the cultivation of grapes, tomatoes, melons, etc. Some of the glass-houses are ingeniously constructed, and can be shifted on iron rails a distance equal to their own length, in order to provide a change of soil when needed. The idealist may grumble because the natural beauty of much of the Island is injured by the enormous number of glass-houses, but the output is most acceptable to England in general and London in particular.

Incredible as it may seem, there are many persons in

Guernsey who have never seen a railway train. There are no railways on the Island, and some of the inhabitants have never left their native shores. An electric tramway connects St. Peter Port with St. Sampson's, and there is a useful service of motor-buses.

The roads are fairly good, but **Cyclists** will not find Guernsey without steep ascents : where is there choice scenery without these troublesome adjuncts ? Some stiff hills must be surmounted to leave St. Peter Port at any point except the road to St. Sampson's, which skirts Belle Grève Bay. There is, however, this advantage—the southern half of Guernsey is practically a tableland, with good level roads giving smooth running. The chief runs are outlined on pp. 107–8. Cyclists should note the special regulations on p. 81 as to not riding in the town, and the need for carrying a registered number plate.

Many writers have expressed their appreciation of this Island. Mr. G. R. Sims said :

> " If ever I can get away from the toil and moil of Babylon I shall go and settle in Guernsey. Not merely to escape income tax and King's taxes, and to smoke penny Havannahs and drink penny glasses of brandy, and to live under Home Rule, and do without receipt stamps, and to snap my fingers at Somerset House, but because it has such a delightful climate, and is such a gloriously beautiful and romantic little island, and because everybody is so jolly and so comfortable there. . . . To all who want a genial, bracing climate, and fine, bold, romantic scenery, and cheap, good living, I would say, ' Try Guernsey.' If you get as much enjoyment out of it as I did, you will come back and drop my name into a codicil out of gratitude."

From the beginning of April to the middle of October, Guernsey is delightful. It is, perhaps, loveliest in May and June, but when bathing is a prime object, July, August and September are the best months for a visit.

The Climate of Guernsey

is similar to that of Jersey, but more bracing. The daily range of temperature is only 8 degrees, and in that respect the Island is therefore specially suitable to phthisical patients. The rainfall is slightly greater than in Jersey. June is the driest month and (notwithstanding St. Martin's summer)

October is the wettest. Actually the percentage of wet days in October is small, but the fall is heavy while the showers last.

Magnolias and Mediterranean heaths bloom in the open air: the shrubberies are white and red with camelias in January and February, and garden paths are bordered with dracæna palms instead of with laurels and rhododendrons.

How to See the Island.

With headquarters at St. Peter Port there are several ways in which to see the Island. First of all there is the **Motor Char-à-banc,** which has driven off the road the former popular four-horse car indigenous to the Channel Islands. The drives are so arranged as to show visitors the salient features of the Island. Secondly, those with only a day to spare may avail themselves of a private motor trip giving a glimpse of all the features of interest in a single run. Thirdly, a carriage and pair (carrying five besides the driver) can be hired for little more than the motor fares for the same number. A fourth mode is by cycling or walking. In order fully to appreciate the southern cliff scenery a scramble along the narrow cliff pathways is a necessity. The pedestrian can avail himself of bus routes for getting over the dull portions of his journeys, or away from spots previously visited, but on the return journey there is always the risk of finding the vehicle already full.

Motor-bus Services.

Motor-buses run several times a day (in some cases hourly) between St. Peter Port and **St. Martin's** *viâ* Hauteville, and also in the reverse direction.

Forest, St. Peter's, L'Erée and **Pleinmont** *viâ* Bordage and Victoria Road.

Torteval *viâ* Bailiff's Cross, St. Andrew's, Le Gron, Les Hêches and Pailioterie Road.

St. Saviour's *viâ* Bailiff's Cross, Talbot Valley, King's Mills and Richmond.

Cobo *viâ* Rohais.

Grande Roque *viâ* Landes du Marché and Lilyvale Passée.

At St. Sampson's Harbour a motor-omnibus meets the tram which starts from St. Peter Port at the hour, and conveys passengers to **L'Ancresse** (fare 3*d.*) Another motor-

omnibus service connects the trams with **L'Islet,** running *viâ* Vale Road.

Time-tables are distributed gratuitously.

Electric Trams.

Trams run every twelve minutes from the South Esplanade, by the Town Church, along the front and round Belle Grève Bay to **St. Sampson's Harbour** (fare 4*d.*).

On Sundays the trams do not run until 2 p.m. There is then a twenty-minutes service.

How to Spend a Wet Day in Guernsey.

The following is a programme :

(*a*) A visit to **Hauteville House,** Victor Hugo's residence (*see* p. 85). The house is crammed with curios, and comprises a splendid collection of antique oak furniture.

(*b*) A visit to the **Guille-Allés Library,** with English, French, and American newspapers, and magazines on every branch of art, science, and literature. There is also a good reference library. In connection with the library is a museum, well worth a visit.

(*c*) A visit to the **Priaulx Reference Library.** Both this library and that above have good works on the Channel Islands.

(*d*) A visit to the **Lukis Museum,** in Grange Road (*see* p. 88).

(*e*) A visit to **St. Peter Port Church** (p. 85).

(*f*) A visit to the **Markets** (*see* p. 87).

(*g*) A visit to **St. Martin's Church** by omnibus (p. 92).

(*h*) A visit to **St. Sampson's Church** by electric tram (p. 89).

(*i*) A visit in the evening to a cinematograph entertainment or theatrical performance.

(*j*) Attend a meeting of the **States,** or a sitting of the **Royal Court,** and observe local law-customs and the picturesque costumes of the jurats and advocates (avocats).

For those who care to brave the elements, a visit to **Cobo** (motor-bus from town), should half a gale of wind from the W. or S.W. be blowing, can be recommended. The innumerable reefs of rock on this low-lying coast break up the waves into a sea of foam of dazzling whiteness and indescribable grandeur.

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ST. PETER PORT.

Valentine & Sons Ltd.,] [*Dundee.*

ST. PETER PORT, FROM THE SEA.

ST. PETER PORT.

Approaches.—By steamer from Southampton or Weymouth (*see* pp. 17–19).

Banks.—*Guernsey Banking Co., Guernsey Commercial Banking Co., Lloyds, London Joint City and Midland.* These are all situated in or near the High Street.

Bathing.—South of the Castle breakwater are two enclosed pools for men, and immediately beyond these is one for ladies and for mixed bathing (*see* p. 85). These have the advantage of being near to town and available at all states of the tide, but most bathers, especially family parties, will prefer one of the many sandy beaches on the coast. The bays most suitable for bathing from the beach are, Fermain, Saints, Petit Port (at low tide only), Petit Bôt, Vazon, Cobo, Grande Rocque, *except in the part marked dangerous*, and L'Ancresse.

Boating and Sailing.—Fine, but an experienced boatman absolutely essential, on account of the numerous rocks. Sailing and motor-boats to Herm and Sark. Children can sail their model yachts on the pool on Castle breakwater.

Cabs.—Arrange the fares beforehand. There are no stated tariffs. Cabs charge about 3*s.* from the docks to the hotels.

Clubs.—The *Grange* (social), the *Constitutional* and the *United*. All admit temporary members.

Cycling.—Good. Riding is forbidden through High Street, Smith Street, Pollet Street and Mill Street. Each cyclist must be registered and exhibit a numbered plate which can be obtained at the Constable's office for 1*s.*, of which 10*d.* is returned when the plate is given up. Machines can be hired at reasonable rates in the town. They bear registered numbers, so that the registration regulation does not actively affect the hirer. For routes, *see* pp. 107–8.

Distances.—

	Miles.		*Miles.*
Southampton ..	108	Jethou	3
Plymouth ..	95	Weymouth	75
Sark Harbour ..	9	St. Helier	25
Herm	3½	Alderney	21
Carteret ..	37	Cherbourg	42
St. Malo ..	61		

Early Closing.—Thursdays.

Entertainments.—*St. George's Hall*, St. George's Esplanade, is used for concerts, exhibitions, etc. Seats 2,000. *St. Julian's Hall*, St. Julian's Avenue (cinema, plays, etc.); *Lyric*, cinema, New Street. There are several other cinemas. Band performances in Candie Grounds.

Fishing.—Boats of all kinds can be hired at the harbour and at the fishermen's harbour at the Salcrie (north end of Glatney Esplanade). Good deep-sea fishing can be enjoyed by engaging local fishermen to provide boat, tackle and bait, and to take the hirers to the fishing ground. The terms should be agreed upon before starting. The fish mostly caught are conger, whiting, bass, bream, and in July and August, mackerel. Rock-fish, whiting, etc., are also caught at the ends of the piers and breakwaters. Live sand-eels are used as bait. They can be obtained from local fishermen. Fishing is illegal on Sundays. Shrimps may not be taken between March 1 and July 1, or at any time between sunset and sunrise, or on a Sunday. The best grounds are on the west coast; the best catches are usually made during the first half-hour of the inflowing tide. The Ormer (*Oreille de la Mer*, or sea-ear) is a shellfish found on stones at the water's edge at spring tides. It may only be taken between October 31 and April 7, and it is illegal to take any less than 3 inches in diameter.

Golf.—Excellent. Links (18 holes) on L'Ancresse Common. There are two clubs, the *Royal Guernsey* and the *Doyle*. Visitors, 2*s.* day; 7*s.* 6*d.* week; £1 per month. There is also a nine-hole course at Grand Rocque.

Gun Fire.—A gun is fired from Castle Cornet at noon precisely (Greenwich time).

Hotels and Tariffs.—*See* Introduction.

Libraries.—*Guille-Allés Library*, near the Arcade (p. 87), and *Priaulx Library*, Candie Road (p. 88). Several ordinary subscription libraries.

Luggage.—The authorized porters' charge from steamer to cab, or cab to steamer, is 6*d.*, but the usual minimum is 1*s.*

Money.—A British sovereign equals 21*s.* Guernsey. A premium of ½*d.* on each English shilling is generally allowed in the shops. Neither French nor Jersey bronze coins are accepted.

Motor-bus Services, *see* p. 79.

Motor Chars-à-bancs run daily in all directions and render every part of the Island easily accessible.

Newspapers.—(Local) *Evening Press* (daily). *The Star* (evening). *Weekly Star and Advertiser. The Gazette* (official, French), every Saturday. *Weekly Press.* London papers are obtainable on the arrival of the morning mail boat.

Places of Worship, with hours of Sunday services:

St. Peter's (*Parish Church*), called the Town Church, near the Markets—8, 10.45, 11.45 (H.C.), 6.30.

St. Barnabas' (above Town Church)—8 p.m.

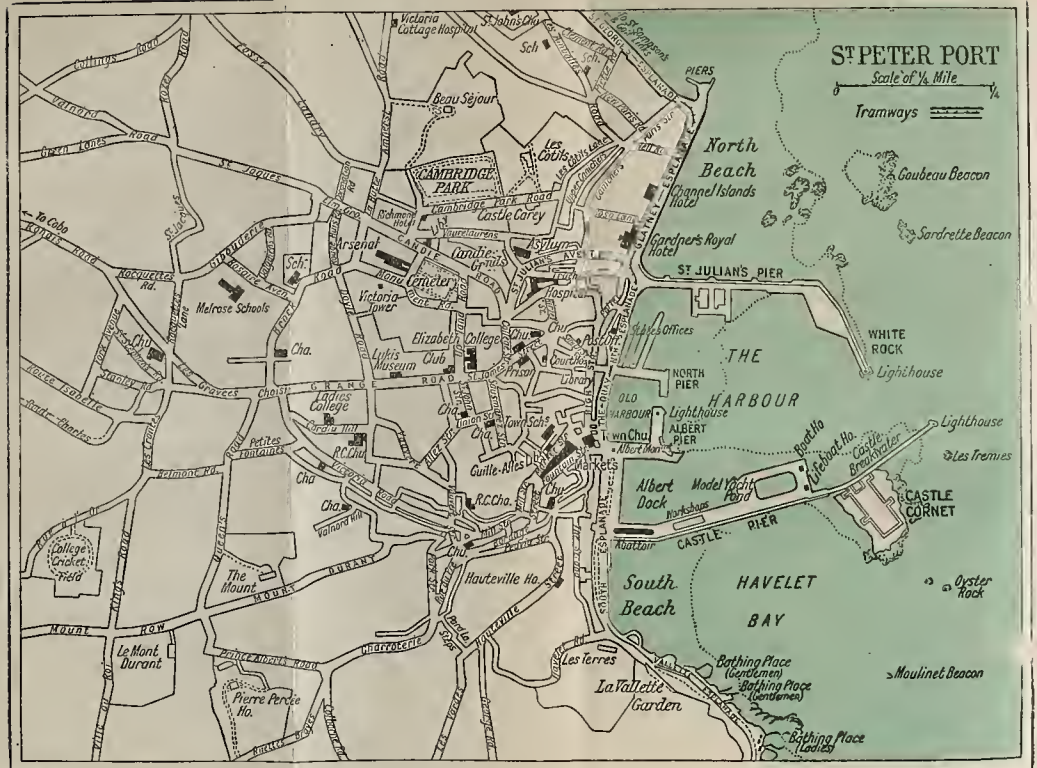
Trinity Church (Trinity Square)—10.30 and 6.30.

St. James (Grange Road)—8, 10.45, 12 (H.C.), and 6.30.

St. Stephen (top of Grange Road)—8, 10.30, 11 and 6.30.

St. John (north end of town)—10.30 and 6.30.

Nonconformist places of worship are numerous, with services in both English and French. Morning service, 10.30 (St. Andrew's Presbyterian, 10.45; Friends, 11). The evening services are at 6 or 6.30.


ST PETER PORT
Scale of ¼ Mile
Tramways
North Beach
Channel Islands Hotel
Gardner's Royal Hotel
ST JULIAN'S PIER
Goubeau Beacon
Sardrette Beacon
WHITE ROCK
Lighthouse
THE HARBOUR
NORTH PIER
OLD HARBOUR
ALBERT PIER
Lighthouse
Les Tremies
Albert Dock
Model Yacht Pond
CASTLE CORNET
CASTLE PIER
Oyster Rock
South Beach
HAVELET BAY
Moulinet Beacon
Bathing Place (Gentlemen)
Bathing Place (Gentlemen)
Bathing Place Ladies
La Vallette Garden
Les Terres
Hauteville Ho.
The Mount
Le Mont Durant
Pierre Percée Ho.
College Cricket Field
CAMBRIDGE PARK
Beau Séjour
Victoria Cottage Hospital
St John's Ch
Les Cotils
Arsenal
Victoria Tower
Elizabeth College
Lukis Museum
Melrose Schools
Ladies College
Petites Fontaines
R.C. Chu
Markets
Town Ch
Albert Mon
Town Sch
Guille-Alles Lib
Court House
Prison
Library
Post Office
Pollet
Fountain
Lukis Chapel
Victoria Rd
Grange Rd
Mount Row
Havelet
Vauvert
Rohais
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WARD, LOCK & Co LTD Warwick House, Salisbury Square, LONDON.

Population.—About 43,000.

Postal Information.—*See* Introduction (p. 14). Head office in Nelson Place, Smith Street. Open daily 8 a.m. to 7 p.m. Sunday, 8.30 to 10 a.m. Branch offices in each parish.

Steamer Trips.—There are frequent trips to Jersey, Sark, Alderney, Cherbourg, Herm, St. Malo, and St. Brieuc. *See* current announcements and p. 128.

Telephones.—Public Telephone Office in each parish. Five minutes' call for *2d.* On Sundays and Bank Holidays an extra *1d.* is charged.

Tennis Courts in field near King's Road.

Tramway to St. Sampson's (*see* p. 89).

Yachting.—During the summer a number of fine yachts are generally to be seen in the port. Guernsey has advantages over Jersey in this respect, as at St. Helier the boats are overlooked from the piers, and if complete privacy is desired it is necessary to anchor in St. Aubin's Bay, a somewhat risky proceeding should bad weather come on unexpectedly.

Some Features of St. Peter Port.

As the steamer is about to enter the harbour of St. Peter Port, its passengers have an excellent view of—

Castle Cornet,

which later they can visit if they provide themselves with passes *obtainable at the District Office, Emscote, next to the Royal Hotel, Glatney Esplanade.* The Castle was founded about 1150, in the reign of Henry II, and was a stronghold of importance down to 1672. It was also the residence of the Governors of the Island.

Three times it was captured by the French. The first occasion was in the reign of Edward I, when through neglect it was short of arms and provisions. The next was in 1338, the captor then being Admiral Bahuchet, who two years later was made prisoner at the battle of Sluys, and was hanged by the English at his own yardarm on account of his cruelties. In 1344 the Castle was captured by another French admiral, who was also caught and hanged. In 1372 the Castle saw more fighting. Ivan de Galles, a Welshman whose father had been executed by Edward III, and whose estates had been forfeited, obtained ships and assistance from Charles V of France. He landed, and, after a severe battle, defeated Edmund Ross, the Governor, who fled to Castle Cornet. Here he was safe, for the Castle was strong

and well protected with artillery. The siege was abandoned by Ivan under the French king's advice.

In 1643, three Commissioners of Guernsey, Peter Carey, Peter de Beauvoir, and James de Havilland, invested by Parliament with plenary powers and instructions to seize the person of Sir Peter Osborne (the Royalist Governor) at Castle Cornet, were, by strategy, enticed to the Castle and themselves imprisoned. Having cut their way through the floor of their cell into a room where cotton was stored, they made a rope, by means of which they escaped.

In the Civil War of the seventeenth century, the people of Guernsey favoured the Parliament, but the Governor, Sir Peter Osborne, declared for the King, and shut himself up in Castle Cornet. Being sufficiently provisioned, principally by means of small boats from Jersey, the Castle was able to hold out until Admiral Blake's energetic measures compelled its capitulation, December 15, 1651. It had been besieged for eight years and nine months, and was the last stronghold in the British Isles to submit to the Long Parliament. In 1672 the Castle was partially blown up through lightning firing the powder magazine. Subsequently the Castle was regarded unfavourably as a stronghold, for many of the defences were in ruin. It has since been repaired, and is occupied by the Royal Garrison Artillery, but for practical purposes its duties have been taken over by Fort George. The midday gun is fired from here.

Signals are made from the Castle, to notify the arrival and departure of mail boats and other steamers.

The **Harbour** has an area of 73 acres. There are several quays and basins, and the breakwaters are favourite promenades in summer. The extremity of the northern breakwater is called the **White Rock**; here the Great Western and South-Western and the Alderney steamers arrive and depart. The Sark boats generally start from the **Albert Pier** (*see* plan of town). The elevated promenade along St. Julian's Pier to White Rock is a vantage-point for watching the arriving and departing crowds, and the interesting process of shipping the thousands of tons of tomatoes, grapes, etc., which are dispatched from the port every day in summer. On the southern breakwater is a large **Basin**, or pool of water much patronized by lovers of model yachting.

That part of the sea-front which the southern or castle

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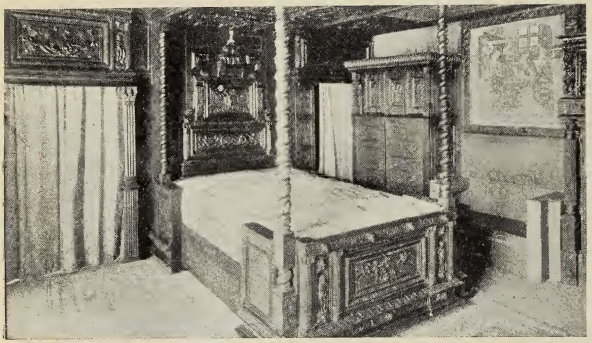
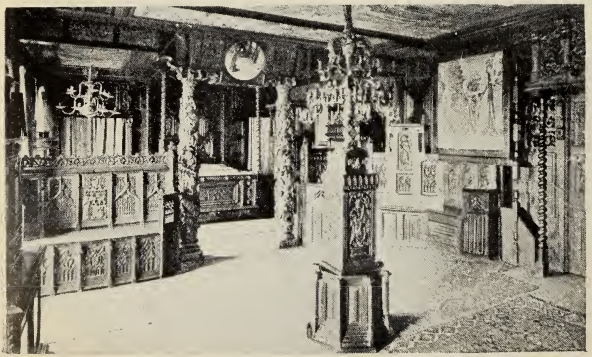
ST. PETER PORT.

THE WHITE ROCK—BATHING POOLS—COAL QUAY.





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HAUTEVILLE HOUSE—GARIBALDI'S BEDROOM—THE OAK GALLERY.

breakwater adjoins is known as the **South Esplanade.** By walking along it away from the town one comes to the **Valette Gardens** and—

The Bathing Places.

The men's sheds are the first. Here will be found a good pool, having a depth graduating to 11 feet, with a change of water every tide (*tickets* 4*d.*). Beyond is the ladies' bathing place, with cubicles (*tickets* 4*d.*). There are also free pools for both sexes. Mixed bathing is allowed in the ladies' pool in the morning. Many family parties prefer to bathe at one of the bays on the coast. The most accessible is Fermain Bay, two miles to the south, but it has not the lovely sands of Petit Port, Moulin Huet and Saints Bay.

From the Pools the Valette Esplanade continues past pleasant little gardens to a rock tunnel. The path then winds up the cliff and when the gate is unlocked one may continue through Fort George to Fermain Bay.

Near the end of the south Breakwater is—

The Town Church,

the finest ecclesiastical building in the Channel Islands. The nave, the oldest portion, dates from the thirteenth century, the choir from the fourteenth. The tower is more modern. Early in the present century the building was thoroughly restored. Galleries were removed, new seats were introduced, and an old three-decker pulpit was replaced by the present pulpit of Caen stone. The windows are noteworthy both for their colour and the quaint stone tracery. On the pillar against the stall near the communion rail is a small painting in four panels, brought from Sebastopol, September 9, 1855, by de Vic. Tupper, Lieutenant 38th Regiment. In 1913 a new peal of bells was placed in the tower in memory of the rector who died in 1912. An organ recital is usually given in the church on Sunday evenings during the season.

Near the Town Church is Guernsey's principal lion—

Hauteville House.

Admission.—Visitors are admitted daily from 10.30 to 12, and from 2 to dusk, except when the family are in residence (notified in the local press), when the hours are 4 to 6. A small fee should be given.

Renowned through having been tenanted by Victor Hugo, it is a large double-fronted house, 200 years old, a short

distance up on the left-hand side of a steep street, called Hauteville, which ascends in the direction of St. Martin's. Slanting trees in front further indicate the dwelling. The interior is like a museum. The walls and some of the ceilings are covered with tapestries, and nearly all the furniture is of dark oak, the collection of which was the writer's hobby. Everything is in the position in which it was placed by Victor Hugo. Everything has been religiously preserved, and the house is to-day exactly as it was the last time Victor Hugo saw it, which was in 1878. In the *Billiard Room* are portraits of the Hugo family and several sketches by the novelist himself. Leading out of this is the *Tapestry Room*, ceiling and walls furnished with tapestry, and commanding attention is a magnificent oak overmantel. The *Smoking Room* has beautiful oak furniture, and the ceiling is covered with tapestry. The *Back Hall*, or *Lobby*, has the walls and ceiling covered with valuable china. One service belonged to Louis Philippe. In the *Blue Dining-Room*, which has a tapestry-covered ceiling, are three chairs for Victor Hugo's parents and himself, inscribed on the backs Pater, Mater, and Filius respectively. Other treasures are a blue china saltcellar, valued at 15,000 francs, said to have been the work of a pupil of Michael Angelo, and a quaint wooden chair with incised date 1534. The fireplace isin blue Dutch tiles. The *Red Dining-Room* contains many valuable pieces of furniture and relics. Walls and ceiling are in silk tapestry. The table belonged to Charles II ; the firescreen was worked by the Pompadour. There are curious cabinets and four gilt figures from the Doge's Palace at Venice. From the balcony there is a most extensive and beautiful view. The *Oak Room* contains perhaps the best furniture, including unique oak candelabra, beautifully carved cabinets, and the famous bed prepared for Garibaldi in 1860. The General never came and the bed has never been used. *Victor Hugo's Study* is a small glass-house, like a suburban photographer's studio, upon the roof. In each of two corners is a little table where the author wrote, always standing. Here *Les Misérables*, *Les Travailleurs de la Mer* and other works were composed. Adjoining is the *Reading-Room*, with a sort of ottoman bed on the floor. Upon the walls are two panels designed and painted by the novelist. Hauteville House was bought by Victor Hugo in 1856, but during the last twenty years of his life, which ended in 1885, he

Photos by] [*Frith & Levy.*

CASTLE CORNET—THE CANDIE GROUNDS.

Photos by] *[Frith & Levy.*

VALE CASTLE—ST. SAMPSON'S—WATER LANE, MOULIN HUET.

seldom visited it, the last occasion, as mentioned above, being in 1878. It is furnished as no other house ever has been furnished, and is well worth a visit.

Quite near the Town Church are the buildings for the several **Markets.** The High Street end may make the visitor think he is in front of the Town Hall, or an elaborate Court House. The stalls are very attractive with their brightly-coloured fruits, vegetables, and flowers, but perhaps the most interesting "exhibits" are the fish, for here may be seen varieties quite unknown to the average Londoner, and there are some of the most gigantic of crabs and lobsters. Across the Market Square is the—

Guille-Allés Library,

Admission.—The Library is open from 10 to 8 (Saturdays to 9). The newsrooms from 10 to 9 (9.30 Saturdays). Annual subscription, 12*s.* 6*d.* adults, 7*s.* 6*d.* juniors. Visitors' subscription, one month or under, 3*s.* 9*d.* adults, 2*s.* 6*d.* juniors (under 16 years of age).

The Library, a handsome legacy to the Island, has 70,000 volumes. In spacious reading-rooms are 100 daily and weekly English, French and American papers, and 110 magazines and reviews. In connection with the institution there is a large choral and orchestral association. Science lectures are arranged during the winter months and rambles in summer.

Connected with the Library is an interesting **Museum,** *open free on Thursdays and Saturdays, from* 2 *to* 4, *and on other days by ticket from* 11 *to* 1 *and* 2 *to* 4, 5*d.*; *children* 3*d.*

From the Town Church the **High Street** runs more or less parallel to the sea-front, and but a short distance from it. Going inland from it is Smith Street, the site of the **Post Office.** By turning to the left at the farther end of Smith Street one arrives at the—

Royal Court House,

Guernsey's House of Parliament. It is in Manor Street, close to St. Paul's Methodist Church. Above will be noticed the arms of Guernsey under **G** III **R,** and the date 1799. There are some good portraits, notably that of Saumarez, the famous fighting admiral. Here sit the States and Royal Court of Guernsey, presided over by the Bailiff (*see* p. 110).

Just before reaching the Court House one sees **St. James's Street** running inland. To the right of its upper end is

Elizabeth College, founded by Queen Elizabeth in 1563, the funds being obtained by the suppression of a monastery of Grey Friars. The first master was Dr. Adrian Sarâvia, a native of Artois, one of the translators of the authorized version of the Bible made in the reign of James I. The College possesses scholarships to Oxford and a post-graduate scholarship for research.

St. James's Street gives place to the fine **Grange Road,** one of the main thoroughfares in the best residential district. It is the site of the **Grange Club,** and higher up, of the **Lukis Museum.** The exhibits—bequeathed, with the house, to the States by F. C. Lukis—chiefly consist of articles from tumuli, dolmens, etc., many being found in Guernsey. *Open daily (Sundays excepted) from* 10 *to* 12, *and* 2 *to* 4. *Mondays and Thursdays free, other days* 6*d.*

Beyond the Museum the first road on the left leads to the Roman Catholic Church, while that on the right leads to Monument Road, running towards the sea and passing the—

Victoria Tower,

overlooking the town, the Harbour, and the whole Island. It was built in memory of the visit of Queen Victoria and the Prince Consort in 1846. The height of the tower is 100 feet; the height above sea-level over 300 feet. *The keys are kept at the Harbour-Master's office on the Pier.* At the foot of the tower are Russian guns and a pleasant little garden.

Opposite the tower is the **Arsenal,** and on the northern (the farther) side of this is Candie Road, which skirts the pleasant—

Candie Grounds,

in which flourish many semi-tropical plants, and where there is at nearly all times of the year a display of flowers. Entertainments or performances by a military band are given here on summer evenings. In the grounds stand a Jubilee *Statue of Queen Victoria* and a *Statue of Victor Hugo,* presented to the British Government by the French Government immediately before the outbreak of the Great War in 1914. Above the grounds is the **Priaulx Library,** another valuable gift to the Island. *Open free* 10.30 *a.m. to* 9 *p.m., the second Tuesday in each month excepted.* About 25,000 volumes may be consulted. No papers or magazines.

A little to the north is **Cambridge Park,** a fine grassy playground, with several picturesque avenues.

Connecting Candie Grounds with the sea-front, and forming the most direct route between the two, is the very fine **St. Julian's Avenue.** Running northward from its seaward end is the **Glatney Esplanade.** Here, next to the Royal Hotel, is *Emscote,* at which application is made for passes for admission to Castle Cornet.

St. Julian's Pier, with the *White Rock Lighthouse* at its seaward end, is used by the steamers.

Proceeding along the front towards the Town Church, we have first the North Esplanade, the site of the **States Offices.** Then comes the small **Old Harbour,** with **The Quay** between its piers. At the entrance to the southern, the Albert, Pier stands the **Prince Albert Monument.** At the corner of the dock is an inscription indicating the spot where Queen Victoria and Prince Albert landed in 1846.

ST. SAMPSON'S.

In addition to St. Peter Port, Guernsey has one other port, St. Sampson's, about two miles north of the capital, and connected with it by electric tramway (cars every twelve minutes, fare 4*d.*). The shipping passing in and out of the harbour (tidal) is extensive, and of great importance. The annual output of granite alone runs into enormous figures. The granite quarries are close beside the harbour, and are worth inspecting.

St. Sampson's Harbour presents a bold appearance at high water, but is dry when the tide has receded beyond the breakwater. The area comprised is twenty-two acres.

The town does not call for special attention from visitors, but close to the Harbour is **St. Sampson's Church,** one of the oldest of Guernsey parish churches, dating, it is said, from 1111, with fourteenth-century alterations.

St. Sampson is the patron saint of Guernsey. He was Bishop of Dol and the Channel Islands, and previously of St. David's in Wales, from which he fled to escape the ravages of the Saxons, about 554. Near his landing-place he built a chapel which was replaced by the present parish church of St. Sampson. The holy man converted or completed the conversion of the inhabitants of Guernsey, and he is also said to have banished from the Island moles, toads and serpents, from which it is still free. He died A.D. 559.

THE COAST SCENERY OF GUERNSEY.

Distances from St. Peter Port.

	From Town Church.	
Southward—		
To Fort George	1 mile	
,, Fermain Bay	1¾ miles	
,, Moulin Huet	2½ ,,	
,, Saints Bay and Icart Point	3 ,,	
,, Icart Bay and Petit Bôt Bay	3½ ,,	
,, The Gouffre	4½ ,,	(S.W.)
,, Creux Mahie	5½ ,,	(S.W.)
,, Pleinmont	7½ ,,	(S.W.)
Westward—		
To Fort Saumarez and Lihou	7 ,,	
,, Cobo Bay	3¼ ,,	
,, Bailiff's Cross	1½ ,,	
Northward—		
To Vale Castle	2½ ,,	
,, Vale Church	3 ,,	
,, L'Ancresse Common and Bay	4 ,,	

For the sake of visitors unaccustomed to cliffs, it may be well to say that it is unwise to descend a cliff except by a clearly-defined track, and when walking along the cliffs it is wiser to choose an upper track instead of the lowest which can be seen.

THE SOUTH COAST.

PETIT PORT—MOULIN HUET BAY—SAINTS BAY—PETIT BÔT, &c.

FROM the South Esplanade proceed past the bathing places, and at the tunnel ascend the steep path up the hill past the Clarence Battery. The high ground affords fine views, and one or two seats are provided.

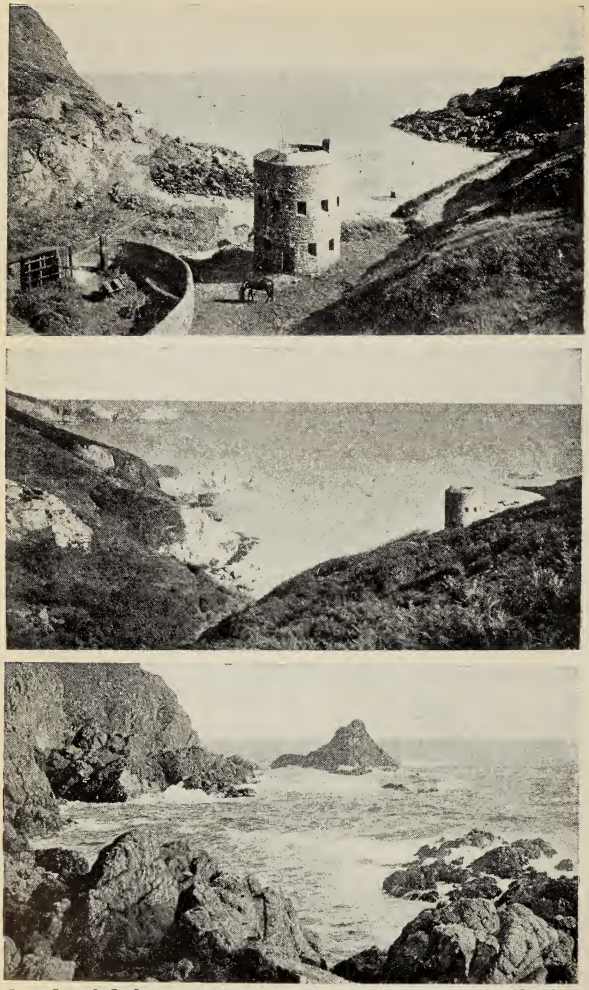
Fort George dates from 1780 and is the one modern stronghold on the Island. Its armament includes large quick-firing guns, and it commands the Harbour and Castle Cornet.

When the gate at the top of the path is unlocked, it is possible to proceed to Fermain Bay by passing through the Fort above the Military Cemetery, and then turning sharply to the left, down a slight slope.

FERMAIN BAY.

F. Frith & Co., Ltd.,] [*Reigate.*

DOG AND LION ROCKS, MOULIN HUET BAY.



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PETIT BÔT BAY—SAINTS BAY—THE GOUFFRE.

The grounds of **Village de Patron,** just south of the military cemetery against Fort George, are the only private grounds in the Island which extend all the way to the sea, thereby breaking the continuity of the cliff path.

Fermain Bay

is a small sandy cove between tall, densely wooded cliffs running down to the sea. The shingly shore is rather rough, but otherwise this is a fine spot for bathing. Ladies keep to the right, gentlemen to the left. Like nearly every bay in Guernsey and Jersey, Fermain Bay has a round tower.

The tourist who sets out to Fermain Bay by the high-road or by the St. Martin's motor-bus should stop at the cross-roads, or Carrefour au Lièvre, and turn to the left down a delightful glen to the bay.

At the bay begins a stretch of coast-line picturesque and imposing. Nearly all the cliffs are partly covered with grass and furze, which adds considerably to their beauty and softens the harsh appearance of the black rocks.

On St. Martin's Point, overlooking the bay on the south side, is **Doyle's Monument,** 100 feet high. Over the door is incised—DOYLE PUB : GRAT.

The monument is reached directly from St. Peter Port by omnibus along the Saumarez, or St. Martin's, Road, and thence by the Jerbourg road.

Lieutenant-General Sir John Doyle (1750–1834) was to Guernsey what Don was to the sister island. The public works carried out while he was Governor have been of great benefit to the inhabitants. They included the reclamation of a great tract of the Vale, and the construction of the fine road between Vale Church and Belle Grève Bay.

Close to the Monument will be noted three parallel lines of entrenchment running to the edge of the cliff on either side. Though called Roman, they are more probably Celtic, and are similar to the camps so common on hills in England. These and the stone-walling west of the column are all that remain of the *Château de Jerbourg,* frequently mentioned in ancient documents.

To proceed with the exploration of the south coast, retrace the road to a meadow on the left, cross it and the entrenchments, and continue the walk along the path at the top of the cliffs. Immediately beneath one, at **Petit Port,**

the cliffs descend vertically into the bluest of water at high tide. This little inlet, at the north-east angle of Moulin Huet Bay, has been made accessible by several flights of steep stone steps (208 in all) down the almost perpendicular cliff. The descent is well worth while, however, and there is not a better spot for a bathe in all the Channel Islands. At low water a fine stretch of firm sand is exposed, and an abundance of rocky nooks provide dressing-rooms for both sexes. In this same cove are some pretty caves and a "creux" or hole.

Petit Port Bay and its neighbour Moulin Huet are the most beautiful in the Island. The latter is more easy of access than Petit Port Bay, and is therefore very crowded during the season.

As we regain the cliff top and follow the path round—

Moulin Huet Bay,

Jerbourg opens out, until presently the picturesque mass of detached rocks is fully in view. A little farther on are several "picnic houses," where refreshments may be had.

Tourists going to Moulin Huet Bay by road can avail themselves of the motor-bus as far as the old Post Office, and inspect—

St. Martin's Church,

said to have been consecrated in 1199. The south aisle and the tower are Early English. The north aisle is modern. The font is ancient. The pulpit is dated 1657. The south door has a flamboyant porch. Forming one of the posts of the gate is *La Dame de St. Martin*, the rudely carved figure of a woman. It formerly stood in the churchyard, where offerings of flowers, etc., were made to it as late as the early part of the nineteenth century. It has been suggested that the figure originally represented the goddess Venus, and that later it was regarded as a representative of the Virgin Mary.

St. Martin's to Moulin Huet. From the *Queen's Hotel*, take the road on the right of and immediately below the ruined windmill: it will bring you to the *Ville Amphrey*, with a fountain supplying the stream which lends the chief charm to the **Water Lane,** a typical piece of Channel Islands scenery. Overhead the trees meet in an arch, and on one side of the lane a stream

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JERBOURG POINT.

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MOYE POINT.

gurgles a merry course, the mossy banks fringed with flowers, grass and ferns. The lane winds downward for about a quarter of a mile, emerging a little above the shore.

For Saints Bay the cliff path must be again ascended (it begins just by the refreshment pavilion). After a short climb there is a grand view across Moulin Huet to Jerbourg. In the centre of Moulin Huet Bay is a rock called **The Cradle,** and at its western extremity are the two detached rocks known as the **Dog** and **Lion.** The resemblance is most apparent when the spectator is looking towards the east.

Saints Bay

is next reached, a small but very charming inlet named from the landing on its shore of an Archbishop of Rouen, banished from his diocese. Nowadays two knobs of rock on the left side of the bay are called the Saints.

The **direct route** to the bay from St. Peter Port is along the main road to the Saumarez Manor four cross-roads, about 1½ miles from the town, and thence forward along a less important road. Rather more than half a mile brings one to *La Fosse Chapel.* A short distance beyond it the road goes to the right, and then towards the bay.

Instead of following the last road indicated, one can take the **Smugglers' Lane,** a pretty path between two high hedges running from the point where the right-angle is formed to the top of the cliff.

Saints Bay is very popular as a resort for bathing. Those who revel in sunshine should be present in the forenoon, as later in the day the beach gets little sun.

The pedestrian skirting the bay and mounting the cliffs on the farther side finds himself on **Icart Common,** with pathways among the grass and furze. The headland of **Icart Point,** the most southerly headland in Guernsey, should be visited, for, in its way, it reminds one of Sark, with its little *coupée,* and we also have a superb double view—Saints Bay, Moulin Huet, and Jerbourg Point on one side; Icart Bay, Petit Bôt Bay and Moye Point on the other. We visit the latter in turn as named.

Icart Bay is nearly as large as Moulin Huet, but not so impressive, as the cliffs lower away towards the centre. The cliff walk from Icart Point to Petit Bôt should be taken if possible; it is about a mile, but longer than by road.

Petit Bôt

(pronounced Bo), is one of the best known of Guernsey's inlets. It probably owes much of its popularity to the beauty of the approach by road, which near the bay enters a winding valley terminating near the beach.

Those who come directly from St. Peter Port to Petit Bôt can avail themselves of the motor-bus to **Forest.** It is a downhill walk of little more than half a mile from Forest to the bay, though this approach is not anything like so effective as the walk or drive from the Icart Point side.

As inns are scarce outside St. Peter Port, we may mention that there is a refreshment room near the beach, and on the road down from Forest are several others. Just above the beach is the *Old Mill,* with a large wheel beneath which a stream a few inches deep passes seawards. The mill could fitly figure as the scene of a melodrama, for years ago, it is said, thieves entered and threw the miller, an elderly man, out of the little window above the wheel. The poor man clutched the wheel, but was carried underneath and killed.

The beach at Petit Bôt is one of the smallest. A strip of sand is revealed at low water. So narrow is the cove, or ravine, that it seems almost entirely occupied by one of Guernsey's round towers. The cave on the west side should be visited, and there are grand views from the cliff paths on either side.

The hardy pedestrian will now take the steep cliff path on the west side, which in half a mile brings him to **Sommeilleuse Point,** with the grandest cliff scenery in Guernsey, and so on to the Gouffre. Those who prefer an easier route should ascend the road on the left above referred to, which leads to **Forest.** In the church lies buried Mrs. Guille, whose husband's name will always be remembered in connection with the Guille-Allés Library. Her tragic end at the Gouffre is referred to on the next page.

Several roads meet at Forest, but the road to the Gouffre leads past the Church. After one or two curves away to the left it brings us to the *Gouffre Hotel,* from which one looks down a narrow, rocky gorge. A broad path leads *up* on the left. This we take. It leads round the cliffs to **Moye Point** (Moye signifies a heap of stones). The cliffs on the right are very steep, and a narrow neck of land, grass-covered, but with

high and almost perpendicular sides, juts out to form the Point. Pathways for the adventurous go out to the extremity and return on the other side. A path descends to the bay below, where a few fishermen's boats are moored. At very low tide some small caves below Moye Point can be visited.

On returning to the hotel, we can descend the narrow combe a little way by following the stream until it leaps over the rocks in a small waterfall. The combe is—

The Gouffre,

which, as its name implies, is a deep gulf or gully between cliffs. At high-water the seething waves are exceedingly grand. It was here that Mrs. Guille lost her life. She and her husband had been entertaining a party at the hotel, and during a subsequent stroll she slipped and fell. Immediately south of the hotel, a cliff path goes over stretches of gorse and heather to **Corbière Point,** with a fine double view. Below the Point, on its western side, is the rocky little cove of **Bon Repos.**

Beyond Corbière Point the cliffs gradually lessen in height—though still fine. The next point of interest is the **Creux Mahie,** the largest cave in Guernsey. It is about 150 feet in length, and is said to be 200 feet high. It is not particularly interesting. The entrance is above high-water mark. A guide with lights is generally present between 12 and 4.

In the cliff edge, near the Creux Mahie, is a circular gap, connected with the sea by a narrow channel through which the water dashes at high tide, producing a very fine effect.

Proceeding from Creux Mahie along the cliffs for about half a mile one arrives at fine precipices at **Les Tielles,** with a picturesque natural arch on the left. Among the trees towards the north-west is the lofty spire of Torteval Church.

Continuing along the cliff for about another mile, one comes in sight of the **Gull Rock**—a great dark-coloured mass. Near it is the **Semaphore Station,** formerly one of the old watch-houses. Before its conversion to its present use, it was known as the *Haunted House,* from being so described in Victor Hugo's *Toilers of the Sea.*

Pleinmont Point,

the south-western extremity of the Island, is a little farther along the coast. Its cliffs are more deadly-looking than

beautiful. Bleak, inhospitable, black cliffs they are, almost perpendicular, with usually a surging sea below churned into white foam. Detached from the cliffs are scattered rocks, some visible, many hidden, a trap for the unwary and the scene of many a disaster. On the prominent reef of the Hanois rocks is the **Hanois Lighthouse.** The white light, revolving in 45 seconds, is visible twelve miles.

Readers of *The Toilers of the Sea* will remember that it was upon the Hanois rocks that Sieur Clubin intended to wreck his vessel, but that through a mistake in his reckoning he was stranded on *Les Douvres*, midway between Guernsey and Cape Fréhel on the coast of Brittany.

To complete the circuit of the cliffs, one must go on beyond Pleinmont Point to Pézerie Point, near which lofty headlands and precipitous cliffs give place to gentle slopes.

This south-western corner of Guernsey seems desolate and wild. Prettier scenes are, however, near, for by descending northward to **Rocquaine Bay,** cottages, gardens and shady nooks are found in the valley.

On the southern side of the bay, less than a mile from the Pleinmont main road, is the *Imperial Hotel*—a convenient headquarters for visitors wishing a quiet time, with opportunities for exploring thoroughly this wild part of the coast. Pézerie Point is about a mile from the *Imperial Hotel,* the approach being first by a path and then by a road.

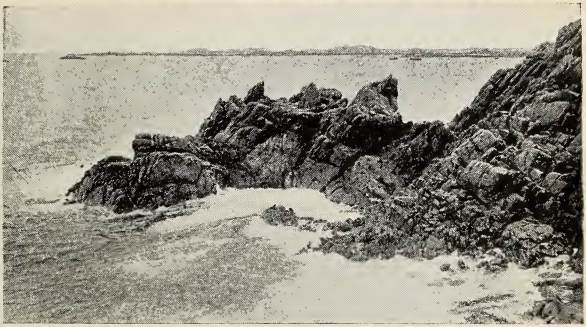
THE NORTH-WEST COAST.

ROCQUAINE BAY, PERELLE BAY, VAZON BAY, COBO BAY AND GRAND HAVRE.

Though the west coast of Guernsey is not half so picturesque as the southern coast, the visitor has, by reason of the sudden termination of the cliffs, the advantage of a greater variety of scenery. Herein lies one reason why Guernsey is popular with so many different classes of holiday-makers. To continue our tour round the Island, we rejoin the coast at the point last referred to—Pézerie. (Motor-buses run between St. Peter Port and Torteval.)

A good road skirts Rocquaine Bay and closely follows the whole of the west coast.

Rocquaine, the largest of the western bays, is a favourite



Photos by] [*Frith & Levy.*

ROCQUAINE CASTLE AND BAY—COBO BAY—THE HANOIS LIGHTHOUSE.

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GUERNSEY INDUSTRIES.

THE FRUIT MARKET—MILKING-TIME—FRUIT BASKETS.

with most visitors. The sweep of the rock-studded inlet, with Hanois Lighthouse in the middle and Lihou Island on the northern side; the sandy beach, besprinkled here and there with rocks; Rocquaine Castle, and the grassy slopes gradually ascending to the inland hills, are all factors in the making of a pretty picture, though that picture is undoubtedly somewhat marred by the numerous glass-houses.

At low water (not the best time to see Rocquaine Bay)—

Lihou Island

can be reached by a causeway. The Island is inhabited by a few vraic gatherers. Its area is about eighteen acres. Traces can be seen of a priory founded early in the twelfth century. The building was comparatively perfect until 1793, when it was blown up lest it should be seized and fortified by a French force. Visitors who cross to the island must carefully note the tide, otherwise a longer stay will be involved than the unscientific mind would care for. The rock pools are of great interest to the zoologist.

On the mainland, opposite Lihou Island, is **Saumarez Fort,** with a pretty ivy-covered cottage below. By keeping these two in line and proceeding about the same distance beyond the cottage as is the fort on the other side, we reach the **Creux des Fées,** a mound which is one of the numerous prehistoric remains on the island. Within it was found a roughly made pot (empty), around which were burnt remains of human bones.

Continuing the road northward almost a mile, we reach the desolate headland of **Le Catioroc,** the site of a small cromlech called **Le Trepied,** around which the Guernsey sorcerers were said to hold their sabbath every Friday night.

A short distance inland is the **Chapel of Ste Apolline,** dating from the end of the fourteenth century. The stone walls, of great thickness, are roughly made, and the roof is of stone. It is merely a room 27 by 13 feet, with one narrow window. There are faint traces of frescoes.

The dates usually assigned for the erection of the Island churches are taken from a work entitled *Dédicace des Eglises*, the writer of which invented many of the dates and inserted names of persons as present at the dedication to please his patrons. A very slight knowledge of architecture is necessary to show that the date usually given for Ste Apolline's Chapel (about a thousand years) is apocryphal. The actual date of foundation was 1392.

Ste Apolline's Chapel was originally called the chapel of

Ste Marie de la Perelle. It is near the *Victoria Hotel*, on the main road to King's Mill.

To reach it from Le Catioroc, follow for about a mile the road round the bay. Then turn to the right, and the second on the left is the King's Mill Road.

Beyond Le Catioroc is **Perelle Bay,** attractive only to visitors bent on shrimping and ormering (*see* p. 82 for restrictions). On the farther side of the bay is the disused Richmond Fort, near **La Crocq Point,** the southern arm of **Vazon Bay.** The low-lying road now skirts a fine sandy beach. The scenery inland is pretty, with the village of **King's Mill** (no inn) nestling under the hills, and the ancient ruined mill of St. Saviour's prominent on the hill-top above the trees.

Beneath the sands of Vazon Bay exist the remains of a submerged forest, from which, during a severe gale in 1847, trunks of trees encrusted with various deposits, nuts, acorns, etc., were thrown on the beach. Peat is still dug there.

To **Fort Hommet,** on the promontory between Vazon Bay and Cobo Bay, detachments come from Fort George for target practice. About four hundred yards beyond the track leading to the fort, one is abreast of the **Lion Rock,** situated among the masses of rock on the southern side of—

Cobo Bay.

By looking over the low protecting wall which helps to maintain the road across to the largest of the rocks, the lion's profile is distinctly traceable. The upper beach is pebble, but the tide lays bare some fine stretches of sand, excellent for bathing.

The pools of Cobo Bay are noted for their pretty and brightly coloured anemones. In this bay, grand seas can be seen during a gale from the west.

Cobo is one of the places between which and St. Peter Port there is a constant service of omnibuses. Distance by road three and a half miles. The run is a very pleasant one.

Pursuing our course still to the north we enter a flat and uninteresting portion of the Island. The hills rise farther away inland; and a striking feature of the scenery are the many iron wind-pumps which provide water for the glass-houses found in nearly every field. For fine scenery we must look seawards.

Beyond Long Rock, with La Grosse Rocque at its extremity, is—

Saline Bay,

less crowded than Cobo Bay and with better sands. These are commonly called **Grande Rocque** beach, being named after the headland forming the northern boundary of the bay. It was on the reefs adjacent to this promontory that the *Channel Queen* struck during a fog, early in 1898.

The dull landscape does not reach very far. As Vale Church is approached we see yet another variety of Guernsey scenery—fine trees, green pastures and shady lanes, with Vale Church picturesquely placed on a pretty slope, and seawards the bay of **Grande Havre.**

Few people would imagine that this area, now so productive, was a hundred years ago a desolate beach. Moved to the enterprise by Governor Doyle, the States reclaimed here from the sea about 300 acres of land (the Braye du Valle) which up to that time had been daily flooded at high water, making the northern extremity (the Clos du Valle) an island joined to the rest only by the bridge of St. Sampson's. The great work was accomplished in 1805.

Vale Church, dedicated to St. Michael, is a fine building, of much greater interest than the ugly spire seen from a distance would lead one to expect. The chancel is Norman, having formed part of the original church which was erected in 1117. The north aisle is of Decorated architecture. The two doorways are very fine. The tower, which contains a good peal of bells, is ascended by a quaint exterior stairway. Previous to the draining of the Braye du Valle, Vale church was almost surrounded by the sea.

Formerly a small monastery, of which scanty ruins can be still seen, existed close to the church. It was an offshoot from the Abbey of Mont St. Michel.

From the Vale **Motor-buses** run along the straight and level Doyle's Road to Belle Grève Bay, on the eastern coast, there connecting with the trams between St. Sampson's and St. Peter Port.

THE NORTHERN END OF THE ISLAND.

L'ANCRESSE AND NEIGHBOURHOOD.

From Vale Church, described above, one can pass at once to **L'Ancresse Common.** The common and the adjacent bay of the same name form one of the most popular resorts of

visitors. The bay is also a favourite resort of the Guernsey people themselves on account of the easy access by tram and bus from St. Peter Port, the fine sandy beaches and the many convenient rock "snuggeries." The air in this northern wind-swept region, unsheltered by hills, is more bracing than in any other part of the Island, and numerous bungalows and modern villas attest its popularity as a residential district.

From St. Peter Port L'Ancresse is easily reached by way of **Doyle's Road** (*Route Militaire*), which turns off northward from the tramroad about half-way to St. Sampson's. This military route, by the way, is almost the only straight length of road in Guernsey.

On the spacious and breezy **L'Ancresse Common** cattle, sheep and horses feed, hence the closed gates across all the approaches. On the Common also are the **Golf Links** of Guernsey's two golf clubs, which have an 18-hole course, laid out by Tom Morris of St. Andrew's.

In **L'Ancresse Bay** Robert I, Duke of Normandy, landed on account of stress of weather, and was entertained at the Vale Priory. The low shore has, of course, many martello towers; even greater prodigality being displayed in this respect than one is accustomed to in the rest of the Island. On the links, almost screened by furze bushes, is a small railed enclosure (padlocked) in which are preserved some **Druidical Remains,** the finest on the Island. They were discovered in 1811. The roof of this cromlech, commonly called the Druid's Altar, is formed of six huge capstones, graduated in size, the largest weighing many tons.

Eastward, just outside the Common gates, is another dolmen. These two interesting relics were carefully explored by Mr. Lukis. The urns, stone and bone implements, clay amulets and other antiquities which he collected during his researches are in the Lukis Museum in Grange Road.

A prominent object in the view from L'Ancresse Common and the northern bay is the white tower of the electrically operated **Platte Fougère Lighthouse.** It is rather more than a mile out at sea, at the entrance to the Little Russel Channel, and is well seen from the steamers making for and leaving St. Peter Port. The light is a white flash every ten seconds; the fog-signal a single blast every ninety seconds, audible with favourable winds at a distance of thirty miles. The three tanks at the summit of the tower are for the compressed air used

for the syren and horn. Power is transmitted from the shore station at Fort Doyle by means of a submarine cable, nearly a mile and a quarter long. The light, fixed above one of the air tanks, is turned on and extinguished by a clock. Two steel cylinders contain dissolved acetylene sufficient to provide a light for two months. Should the fog syren be disabled the emergency signal at **Fort Doyle** is used instead.

We now find our road bearing to the south, having almost approached the sea. It leads directly down to **Bordeaux Harbour,** a bay of special interest to zoologists.

Off the coast, less than a mile north of Bordeaux Harbour, is the islet called *Houmet Paradis,* familiar to Victor Hugo's readers, who will remember that Gilliatt lived near it and met his death on the Gild-'holm-'ur, a rock that has disappeared.

Leaving the road and skirting the coast, we reach, on a slight eminence overlooking St. Sampson's, an ancient ruin called **Vale Castle.** In the interior is a square surrounded with roofless houses (last used as barracks). The view from the castle walls is extensive. The foreground is marred by the granite workings.

It is less than half a mile from the castle to **St. Sampson's** (p. 89), and about the same distance beyond the little town is the **De Saumarez Monument,** erected in 1876, on Delancey Hill, now a public park.

James Saumarez was born in 1757 in St. Peter Port (in the house now known as the *Queen's Hotel*). He came of a famous family of fighting sailors, and following the same line he entered the Navy at the age of thirteen. He fought at St. Vincent and the Nile. In 1801 he was made Rear-Admiral, and in the same year fought his greatest engagement, defeating a Franco-Spanish fleet twice the size of his own. In 1814 he became Admiral, in 1821 Vice-Admiral of Great Britain, was raised to the peerage in 1831, and died in Guernsey in 1836.

Continuing by the road, skirting **Belle Grève Bay,** with the electric tram-lines, one comes to the tram depôt. Adjoining it on the south side is a lane which leads directly to **Ivy Castle,** an ivy-covered ruin still surrounded by a moat. When the lane enters a road one must go to the left for a few steps, and then continue along the lane on the right. After a time this narrows considerably. At the farther end of the narrow portion is the ivy-mantled ruin.

Ivy Castle,

properly Marais (Marsh) Castle, owes its foundation to Robert the Devil, Duke of Normandy, father of William the Conqueror. In 1031 he set out with many ships from Fécamp for Sussex, intending to support his cousins, Alfred and Edward, against Canute. A storm drove the ships to Guernsey, and local fishermen guided them to the anchorage off L'Ancresse. The Normans landed and remained at St. Michael's Priory for several days. In return for the assistance he had received Robert gave the inhabitants of the locality permission to build a refuge for themselves and their cattle against the attacks of pirates. Under the direction of two engineers whom the duke left behind for the purpose, Marais Castle, or Ivy Castle as it is now called, was erected on a rock in a marsh accessible only by a narrow causeway.

It is but a mile from the ruin to St. Peter Port.

THE HIGHWAYS AND BYWAYS OF SOUTHERN GUERNSEY.

A CIRCULAR WALK THROUGH THE CÂTEL, ST. SAVIOUR'S, BAILIFF'S CROSS, Etc.

THE coast gives no idea of the inland scenery of the Island, for, except at Petit Bôt, there are no deep ravines running any distance inland.

Leaving St. Peter Port by Grange Road in a westerly direction and keeping straight on, past St. Stephen's Church, we come to the Rohais, with houses bordering the road to the foot of the hill, where the road forks (right leads to Cobo). We take the left, and in another half-mile reach—

Câtel Church.

The significance of the full name, St. Marie de Castro, is apparent, as the church occupies the site of an ancient fort called by the Guernsey people Le Château du Grand Sarazin. By Sarazins or Saracens they meant the Vikings, whom they called Saracens on account of their cruelties. Opposite the south-west gate is a road with an avenue of trees. A short distance along on the left-hand side is a house with fine grounds. Here the key of the church can be obtained. The church is said to have been built in the twelfth century to commemorate the repulse of one of the many piratical raids from which Guernsey suffered. On the north side is a quite modern porch opening into the vestry, formerly the sacristy. In troublous days a breach was made in the same wall towards its western end, to enable cannon to be drawn into the church. Doors were fitted to the aperture and remained until a recent date, when the opening was re-filled with stone-work. The north aisle is the oldest portion of the building. On its ceiling at the eastern end are ancient frescoes, which were disclosed by the falling of plaster. There is not much else to see beyond the massive arcades. In the centre is

a wooden spiral staircase leading to the tower. The churchyard, neatly kept, commands a fine view.

Leaving the church we proceed westward (at all the villages one's bearings can be taken quite easily from the position of the churches). Our route is along Upper Câtel Road, which soon passes an open grassy space studded with granite posts and with an obelisk in the centre. Here *Cattle Shows* are held at Whitsun, Easter and Michaelmas.

Then the road soon brings us in view of the sea, and on the hill away to the left is the old Mill. Below is a pretty scene, with the wooded slope of the hill and the houses of **King's Mill** snugly ensconced among the trees. On the left is a narrow and steep lane leading down from the road. This we take, for it is a sample of the Guernsey lanes at their prettiest. Ivy, ferns, and flowers smother the hedges on both sides in a wild luxuriant growth. When well into King's Mill (no inn) the road forks. The left branch leads through the Talbot Valley to St. Andrew's. We take the right and at the *next* fork bear left for St. Saviour's. (Right leads to Ste Apolline's Chapel and Rocquaine Bay.) Our road ascends through woods, and in the hedges harts-tongue ferns grow with a luxuriousness born of rich soil and congenial air, so that fronds a yard long may be found.

St. Saviour's Church (key at the rectory, on the north side of the church) is a twelfth-century edifice. The granite pillars of the arcades remain, but the walls have been covered with plaster. There is a square embattled west tower. (Distance by road to St. Peter Port, four and a quarter miles: motor-bus service.)

From the west end of St. Saviour's Church we descend by a little path to the road, then go down to the left, cross the valley, bear sharply round to the right and ascend to St. Pierre du Bois. Hereabouts the country is more wooded, as the name implies. After passing the post and telegraph office we turn to the left for the church of **St. Peter-in-the-Wood** (5 miles to town, motor-buses pass). This is one of the most interesting and also one of the largest of Guernsey's country churches. There is a fine square embattled west tower, and the old doorway and porch at the north-west corner deserve notice. The interior is plain but effective. The floor rises gradually to the east end, a very unusual feature. The east window has stained glass, but the others

are plain; in the north aisle is a fine rose window. The font is composed of various coloured marbles.

From here the walk can be continued through pretty lanes to the **Gouffre** (*see* p. 95).

Take the lane beginning between the stone walls opposite south-east corner of Church. (There is also a road opposite east end of Church, but the lane can be recommended for a pretty walk.) After the first hundred yards bear up to the left of the stone-built farmhouse. A short distance farther the road forks. Go to the right. The route is certainly across country, but anyone with the bump of locality fairly developed should find his way by the aid of our map. The Gouffre lies south-east from St. Peter-in-the-Wood.

For St. Andrew's (and the shortest route to town) take the road at the east end of St. Pierre du Bois Church and keep straight ahead. The road winds, as nearly all Guernsey roads do, but brings us in about three miles to—

St. Andrew's (2 miles from St. Peter Port), a parish noted for its pretty valley scenery. The church appears to have had an ancient foundation; the present structure dates from the thirteenth century.

Still proceeding towards town, we pass on the left the entrance to the **Talbot Valley.** Through it runs a little stream, a mere brook at first, which passes King's Mill and empties itself into Vazon Bay. Fine ferns will be found here, and in the spring the banks are yellow with primroses. The motor chars-à-bancs include Talbot Road in their rounds, on account of the charming scenery.

Continuing by the main road to town, we shortly arrive at four cross-roads. This is **Bailiff's Cross,** a place of much historic interest, a mile and a half from town. A grocer's shop will be noticed on the left, and in the pathway opposite the side window is a small flat granite slab, called *Bailiff's Cross Stone.* It marks the spot where a bailiff, Gaultier de la Salle, is said to have halted on his way to execution, to partake of the sacrament.

Gaultier de la Salle was Bailiff of Guernsey in 1264. Adjoining his house was a well, the use of which he had to share with a neighbour named Massey. The Bailiff endeavoured to buy out Massey's rights, but Massey refused to sell. Then the Bailiff resorted to strategy.

He hid two silver cups in one of his ricks, proclaimed aloud

his loss, and accused Massey of the theft. Massey was tried and found guilty ; but as the Bailiff was delivering the sentence, one of his servants rushed into the court exclaiming, " I have found the cups." In a moment of forgetfulness and rage the Bailiff turned to his servant and said, " Wretch, did not I forbid thee to touch that rick ? " The court, already suspicious at the anxiety of the Bailiff to secure a conviction, promptly concluded that he had himself placed the silver cups in the rick. He soon exchanged places with the innocent prisoner, was condemned and executed.

To reach the place of execution proceed up Bailiff's Cross Road (at the corner of which is the Stone). At the second turning on left, half a mile from the Cross, a few yards up, is a piece of ground on the right, which was then and for centuries afterwards the spot where the full penalty of the law was exacted.

From Bailiff's Cross proceed towards town by the main road, passing on the right (first turning) **Ville au Roi.** This was Gaultier de la Salle's property. Being forfeited to the Crown, it became known as Ville au Roi.

THE ISLANDS OF HERM AND JETHOU.

THESE two islands lie off the east coast of Guernsey, about three miles distant. Herm is much the larger; and Jethou (pronounced Jet-ho), which lies to the south of Herm, looks a mere hump or mound floating on the surface of the sea.

Herm is about a mile and a half long and half a mile across. In 1889 the Crown leased the Island for £14 a year to a German bank, which sub-let it to Prince Blücher von Whalstadt, by whom it was used for residence in summer. The prince died in 1916. Public attention was called to the fact of the Island being in enemy hands, and the Crown finally resumed possession of it. After the conclusion of the War, the freehold was purchased by the States of Guernsey, and the Island is now being administered and developed for the public benefit. Its chief feature of interest is the **Shell Beach,** the like of which can be found nowhere else in the British Isles. It extends for over half a mile, and in part, at least, is probably a relic of the long-past epoch of semi-tropical conditions, for among the rarer shells are species not now found in northern latitudes.

CYCLING IN GUERNSEY.

WE have already mentioned (p. 81) that every cyclist on the Island must obtain a registered number plate (*2d.*) from the Constable's office. Hired machines of course bear this number. The same regulation applies to motors. The streets of St. Peter Port are narrow and steep, and it is forbidden to ride cycles in the centre of the town.

Concerning the roads, some are very good and others are indifferent. The highways are generally good, but the by-ways could certainly be better.

Practically the southern half of the Island is a tableland, which, when once mounted from St. Peter Port, gives little trouble. As the farthest corner of Guernsey is only seven and a half miles from town, cyclists can quickly traverse the whole of the Island. We suggest a few spins:

Route I.—By the St. Martin's Road to Queen's Hotel, where the machine can be left while Moulin Huet is visited afoot, or the machine could be ridden as far as the motors go and then left. If Petit Bôt is visited, the route is *viâ* the main road in the direction of Forest. Turn to the left at the Villette, then to the right before coming to the open space planted with trees. By so doing, the cyclist loses the pretty view overlooking the valley which the upper road commands, but he avoids a most dangerous turning where the roads meet again.

There is a stiff climb uphill for a mile to the Forest. Bear round the church for the Gouffre. Good road to within a few yards of the cliff paths.

Returning to main road, turn left and keep straight on for Torteval and Pleinmont. Leave road and ride across grass up to (but not beyond) the Signal Station. Rocquaine Bay is on the right, but if descended there is a climb up again. The Imperial Hotel is on the lower ground.

To return, go back by the same road to Torteval Church;

then first on left and soon bear away on right to St. Peter-in-the-Wood, and then on to St. Andrew's and home *viâ* Bailiff's Cross. This road from St. Peter's, however, crosses a succession of valleys, and is rather stiff work.

Route II.—Mount the hill to Bailiff's Cross either by Grange Road and Queen's Road or Mont Durant. Proceed straight ahead, and at St. Andrew's brickfield take the turning on right (Talbot Road) through a fine valley to King's Mill (nearly 4 miles from home). Go straight ahead (either of the "forward" turnings takes you to the sea) and reach Vazon Bay. Visit Ste Apolline Chapel, on Perelle Bay, and return along Vazon Bay by the level coast-road to Cobo, three and a half miles from home. Direct road across the Island to St. Peter Port.

Route III.—To Cobo Bay and continue by coast-road northward to the Vale. See Church. Then bear up to the left for L'Ancresse Common (a gate crosses the road). See the Druidical remains. The grass-covered Common is sufficiently level to ride across, but keep clear of the golf links. Leave the Common by the farther gate, and ride on to Newport Vineries; walk up the lane on the left to the De Tus dolmen with its side chambers, and continue along the high-road to Bordeaux Harbour, then by coast-road round Vale Castle to St. Sampson's and home.

INSULAR NOTES.

Guernsey, Alderney, Sark, Herm and Jethou together form a Bailiwick entirely distinct from that of Jersey.

The Chief Officials of Guernsey.

(1) The **Lieutenant-Governor** represents the Crown and has supreme command in military matters. His term of office is generally five years. He has the right of sitting in the States and of taking part in the debates, and frequently does so when military matters are under discussion, but he has no vote.

(2) The **Bailiff** is President of the States of Guernsey and is the highest civil authority. He is appointed by the Crown and retains office until he reaches the age of 65. He is chief Magistrate and presides at the Royal Court and in the States.

(3) The **Jurats,** twelve in number, are chosen by the States of Election. They hold office for life. They sit on the Bench in all the Courts, and in the States. The post is practically an honorary one. No legal qualifications are necessary, notwithstanding the judicial duties.

(4) The **Rectors.** Guernsey has ten parishes, each with a Rector, who is now always a member of the States both of Election and Deliberation.

(5) The **Procureur du Roi** is practically the Attorney-General.

(6) The **Controle du Roi,** or the Controller, holds an office equivalent to that of a Solicitor-General.

(7) The **Prévôt,** elected by the States, fulfils the duties of a county sheriff.

(8) The **Greffier** is Clerk of the Court, Clerk of the States and Registrar-General of the Island.

The Parish Officers.

(1) The **Constables** (Connétables). This is the highest parochial office, and is somewhat analogous to the chairmanship of an English parish council. The duties are purely civil, the States Police having authority throughout the Island. Each parish elects two Constables, one of whom presides over the deliberations of—

(2) The **Douzeniers.** Each parish elects to the management of its affairs a dozen men, collectively called the *Douzaine.* To this general statement there are two exceptions—

(*a*) St. Peter Port Parish with its large population elects twenty douzeniers for its Central Douzaine, and has four subdivisions or cantons, each with its Douzaine of twelve elected members.

(*b*) The Vale Parish Douzaine consists of sixteen members.

Each Douzaine sends one Deputy (except the Central Douzaine, which sends two) to the States of Deliberation, and all the members sit in the States of Election.

The States, or Houses of Parliament.

The States, an assembly possessing plenary powers of Government and civil administration, assumes two forms—

(*a*) **States of Deliberation,** composed of 58 members:

The Bailiff	1
Jurats of the Royal Court	12
Rectors	10
Crown Officers	2
Delegates from St. Peter Port	6
Delegates from other parishes	9
People's Deputies elected throughout the whole Island	18

The Lieutenant-Governor sits in the States and can speak but not vote. The Bailiff, as President, in the case of an equality of votes, has a casting vote only. Measures are not brought forward by individual members, but are propounded to the assembly by the Bailiff in a document called a Billet d'Etat. The English language may be used, if desired, by any member addressing the States. The States, with the sanction of the King in Council, have the privilege of adopting and adapting to their own use any British Act of Parliament or section of an Act of which they desire to avail themselves. The public are admitted to the deliberations, which are held in the Court House.

(*b*) **The States of Election** are of more recent origin than the States of Deliberation, having come into existence early in the seventeenth century. There is a total of 243 members:

The Bailiff	1
Jurats of the Royal Court	12
Crown Officers	2
Rectors	10
People's Deputies	18
Constables, 2 from each parish	20
Douzeniers	180

The Bailiff does not vote.

The duty of the States of Election consists only of the

election of the Jurats (who sit in the Royal Court and in the States of Deliberation) and of the Prévôt or High Sheriff.

The Royal Court.

This represents the oldest form of Island Government. The States as a separate responsible legislative and administrative body gradually eliminated themselves as time proceeded, first as a separate committee, and then by a process of evolution arrived at their present importance. The Royal Court consists of the Bailiff and twelve Jurats, or sworn judges, and these form Guernsey's Supreme Court of Judicature. There is no trial by jury in Guernsey, a small proportion of the Jurats and the Bailiff collectively acting in the capacity of judge and jury. Pleadings are in French, but English may be employed when the parties principally concerned speak that language. In criminal cases the Court's decision is final. In civil actions there is an appeal to the full Court, consisting of at least seven Jurats and the Bailiff. From their decisions litigants can finally appeal to the Privy Council.

In addition to hearing and deciding on all cases brought before them, the Royal Court also sits for the enactment of *Ordonnances*, or Orders of the Court, which are legal without Royal sanction for three years. To be permanent they must receive the approval of the States.

Weights and Measures.—Those in use in Britain have been adopted, but land is measured by vergées, $2\frac{1}{2}$ vergées being about the same as an English acre. 49 square yards = 1 square perch. 40 square perches = 1 vergée.

Currency.—British gold, silver and copper coins, Bank of England and Treasury Notes, together with Guernsey States Notes of 1st March, 1921, and later dates, and Guernsey copper coins are now the sole legal tender.

Industries.—Before the Great War the quarrying of granite was the most important industry. The Island's blue granite is the hardest substance of its kind, and is therefore the best material for road surfaces. Tomatoes, new potatoes, grapes, forced peas and beans, melons, figs and cauliflowers are the most important products of the soil. Guernsey supplies new indoor potatoes in the winter and early spring, when prices are high. Jersey provides outdoor potatoes at popular rates. The tomatoes are a quite different variety from those of Jersey, being all grown under glass (the early crop with artificial heat, the later crop under sun). Beans in many cases constitute a main crop and are available all the year round, although it does not always pay to export them. Whether Norwich or Guernsey produces the better

melon is a moot point in trade circles. Perhaps the most profitable crop, when it can be grown successfully, is the fresh green fig, but it is a difficult fruit to grow indoors, as it is apt to fall off the tree when forced. The fruit and tomatoes are cleverly packed in baskets, and it is one of the sights of the port (and an interesting one, too) to watch the thousands upon thousands of baskets being carefully loaded.

Guernsey has been described as "a land of small holdings." The average size of a farm is about 5½ acres. One large Covent Garden firm is said to number more than a thousand of the Island growers among its consignors.

Cattle.—The purity of the famous breed of Guernsey cattle is carefully preserved, and regulations preventing the introduction of foreign strains are rigorously maintained. The animals are larger and more hardy than the Jersey breed, from which they can readily be distinguished by their yellow and white markings. They have been in the past crossed with Alderneys, and are somewhat similar in appearance. The animals are extremely docile, owing to the fact that they are always tethered. The export trade has in recent years reached great proportions, especially to the United States.

Geological Notes.—A scientific treatise is not expected in a work of this small size, where so much has to be included. We merely refer readers, therefore, to the many interesting works on this subject. The *Geology of the Channel Islands*, by J. A. Bird, is considered authoritative. Professor Ansted deals exhaustively, and not too technically, with the subject in his *Channel Islands*. The Rev. E. Hill's *The Rocks of Guernsey, Sark and Alderney* is subsequent to Professor Ansted's, and is a standard work on the subject.

For a note on the Shell Beach at Herm *see* p. 106.

Ferns.—A few brief notes on ferns will be found on pp. 74–5 of the Jersey section. Speaking generally, the remarks there apply similarly to Guernsey.

The Guernsey Lily.—This bulb is a cause of much pride to Islanders. It is believed to have been accidentally brought from Japan two centuries ago, when a vessel with a supply of bulbs on board was wrecked, and the plants, self-sown in the sand, flourished greatly. The flower is a rich red, but has no scent. The *Belladonna Lily*, of a deep pink colour, is more hardy and is seen in nearly every garden in the Island.

Language.—As already stated, the pleadings of the Royal Court and the deliberations in the States are in English or in French, but not Parisian French by any means. In the parish churches the services are nearly always in French. The residents speak both English and a patois of Norman-French. English and French are taught in all the schools.

office.

[1] *See* footnote p. 17.

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SARK.

Access—General Description—Characteristic Features—A Day's Excursion—Little Sark—Insular Notes.

HOW TO REACH SARK.[1]

From Guernsey.—During *July, August and September* there are daily steamer trips, leaving White Rock at 10 a.m. each morning.

During *June* the steamer leaves on Tuesdays, Thursdays and Saturdays at 10 a.m.

From *October 1st* to *May 31st*, the service is twice weekly, the steamer leaving on Mondays and Thursdays at 10 a.m.

The passage takes about an hour.

The boat returns to Guernsey on the same day, leaving Sark promptly at 5 p.m. (in winter, 3 p.m.).

Fares, single 3*s.* 6*d.*, returning same day 5*s.* Children under 12, half price. At low tide it is not possible for the steamer to enter the harbour at Sark, and landing is effected by means of small boats, for which a charge of 5*d.* per person is made.

For full particulars apply to the *Alderney Steam Packet Company*, 39 Pollet Street, Guernsey.

In addition to the steamers, there are various opportunities for a breezy sail or a trip by motor-boat across to Sark, as to which particulars can be obtained at the Harbour.

From Jersey.—There are occasional steamer trips direct from Jersey, particulars of which are advertised beforehand. The usual course, however, is for Jersey visitors to get the daily 8 a.m. boat from Jersey to Guernsey, which arrives in St. Peter Port in time to catch the 10 a.m. Sark boat as above.

Situation.—Sark occupies a central position among the Channel Islands, lying between Alderney and Jersey, and about 7½ miles south-east by east of Guernsey.

Size.—The total length is about 3½ miles, and the width 1½ miles, the area being about 1,274 acres.

Hotels.—*See* Introduction. Teas and light refreshments can be obtained at various cottages.

Post and Telegraph Office open daily 9 to 7. Sundays 8.30 to 10 a.m. Deliveries—About 12.45. Despatches—Half an hour before departure of mail-boat. No Sunday delivery or despatch. In addition to the telegraph, there is a public telephone call office.

[1] *See* footnote p. 17.

General Description.

WERE it not for the fact that venomous reptiles do not exist in this, or indeed in any of the Channel Islands, and that the population is more numerous, Sark might easily be mistaken for the Garden of Eden. Long ago did envied travellers to this "pearl set in a silver sea" ("sapphire sea" would be more accurate) point to Sark as the most beautiful spot on earth. Small though the island is, it embraces almost every variety of beautiful scenery. Here can be seen cliffs grandly precipitous or weirdly wonderful in their formations, such as the Creux Derrible. Here are caves, tunnels and arches, carved and hollowed by unceasing and powerful waves into cathedral-like crypts and vaults. Here, enclosed by "the bastioned crags of the steeps of Sark," as Swinburne phrases it, are:

> "Moors that sunset and dawn leave golden;
> And dells that smile on the sea."

In these same dells and valleys can be seen in the springtime a lavish wealth of wild flowers, hyacinths and primroses, the largest and choicest to be found on British soil. Here the fuchsia flourishes luxuriantly throughout the year. Summer finds these grassy slopes and moors golden with furze-blossom, or dotted with marguerites from the cliff's brow to nearly high-water mark; while in the gardens flowers grow with the facility of weeds, and add their perfume to air already sweet with the aroma of cliff-grown gorse. Quickly following in summer's wake come autumn tints: purple heather under foot fading to brown, and above, bronze-green on trees. Artists come across from the mainland to spend a brief holiday and stay months in this paradise for day-dreamers. It is only around "the delectable Duchy" that our waters at all approach in brilliancy and depth of colour the encircling blue seas of the Channel Islands. Around Sark the water is phenomenally clear, as those well know who have closely viewed the so-called Venus's Bath, and counted the stones at a depth of 20 feet. Nowhere on our shores is there another pool whose transparency will match the pellucid depths of the Pool of Adonis. This latter is a rocky basin about 25 feet deep, refilled each tide with sea-water so clear that the eye can easily detect the fish swimming lazily at the bottom.

Sark receives many visitors who come and return the same day. The steamer allows about six hours of wandering on the island, one hour of which is generally devoted to lunch. The remaining time is occupied by visiting some of the points of interest on the high ground, such as the Coupée, the Creux Derrible, the Seigneurie, and points of vantage overlooking the bays and coves. By so doing one is certainly rewarded with magnificent sights: cliffs clothed with green to the water's edge, or great isolated masses of perpendicular rocks, such as Les Autelets—

> "Whose high and bending heads
> Look fearfully on the confined deep."

But the best aspect of Sark is only to be seen by daily wanderings down the cliffs to the charmingly varied beaches, by selecting a propitious tide to visit the caves, or to watch a "souffleur" during rough weather throwing a column of water and spray into the air to a height of over 100 feet. Other caves there are of fine proportions, such as Victor Hugo's Cave, which can be visited only by water, and to this end a cruise round Sark in a boat offers at once the best and most delightful way of seeing the natural wonders and rocky environs of a little island whose sylvan beauties and irresistible charms have well earned for it the title of "The Pearl of the Sea."

There is no town on Sark, and may there never be one. A few houses and farms have been built where fancy dictated. There are a church, a chapel, and the Seigneurie, where lives the Seigneur of Sark, whose position corresponds practically with that of a feudal baron. There are four hotels, all good and popular. The *Bel Air* is at the top of the road which ascends from the harbour; *Stock's* and the *Dixcart* are in the lovely Dixcart valley. At the last-named hotel, Swinburne wrote his Ballad of Sark. The *Bungalow Hotel* stands on Little Sark, facing the path leading to the Pot. In addition to the hotels, there are a number of cottages in various parts where tea and light refreshments can be had.

Of course, Sark has a Post Office, and the postmaster sits at the seat of custom on steamer days. Even then he suspends the sale of stamps while he sorts the handful of letters comprising "the mail." Telegraph and telephone provide means of communication with the rest of the world.

There is a prison also on Sark, a diminutive stone structure

containing two cells only. Its utility is to furnish Sark with its one insular joke, for twelve months will roll by and the lock continues to rust from disuse. Of this building G. R. Sims wrote in the veracious account of his visit to Sark :

" Sark is such a nice, innocent place, in addition to being grand and picturesque. Some time ago, a girl in Sark stole a pocket-handkerchief, and was sent to prison. When the policeman took her there, the prison door had grown rusty from long disuse, and wouldn't open, and when it did open it wouldn't shut again. So the little girl was pushed inside, and told to be good and stop there. But after the policeman had gone away, she set up such a dismal howl that the women of Sark rushed out to see what was the matter. And she said she was frightened. So the ladies went and fetched their knitting, and they all came and sat down in the prison with her, and told her funny stories to pass the time away, and next morning the girl walked out and went to the policeman's house, and asked if she might go home if she promised never to steal a pocket-handkerchief again ; and he said he thought she might, and so she did. And the gaol has not had a single occupant since."

Turning from this humorous chaff, we may quote the appreciation of Sark by another writer, traveller in many countries, Charles Wood :

" It seems as difficult to begin to sing the praises of Sark as it was hard to leave the island when that unhappy time came. One's pen should be dipped in sunshine ; words should come forth breathing the incense of early morning, the fresh winds of heaven ; our page should be made up of sparkling sea, scented moors, rocks and precipices infinitely grand, delicious solitudes, an indescribable charm that Sark alone possesses."

The Approach from Guernsey.

The Guernsey steamer approaches the island on the west side, and rounds either the north or the south end to reach the harbour, midway on the east side. The southern passage is the more usual. If the tide allows, the captain usually takes the alternative passage homeward, so that the boat practically makes a circuit of the island, and gives at least a glimpse of the magnificent cliff scenery on every side.

After leaving Herm, **Brecqhou Island** is distinctly seen, with the narrow Gouliot Passage separating it from Sark. On nearing **Little Sark** (the southern portion of the island, joined to great Sark by a narrow neck of land called the **Coupée**), we have a fairly close view of the sheer cliffs which form part of the surrounding bulwarks of the island. Dark caves indent the cliffs at all points, and huge rocks lie in detached masses off the shore. The largest of these is **L'Etac,** a quarter

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LES AUTELETS, SARK.

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CREUX HARBOUR, SARK.

of a mile off the southernmost point of Sark. (Notice the narrow slit through the smaller adjoining rock.) Soon afterwards we have another fine view of the famous Coupée, this time from the east, followed by a glimpse of **Dixcart Bay** and its densely wooded valley. In quick succession **Derrible Bay** is passed, followed by **Derrible Point.** Then, should the tide permit, we steam quietly into the quaint little—

Creux Harbour.

At low water the steamer waits outside, and passengers are landed in boats. (Fare half a franc = 5*d.*) Enclosing a little cove, below inaccessible perpendicular cliffs, are two short piers. So great is the local excitement caused by the steamer's arrival that an appreciable section of the population meets the boat, to take personal cognizance of its passengers. At the end of the pier stand vehicles, which are much in request, especially by those who are able to make only a short stay in the island, as Sark Hill is somewhat steep. It is, of course, necessary to leave the vehicle at intervals if the best of the coast scenery is to be seen.

We leave the harbour by a picturesque tunnel, cut through the solid rock, and commence the long, steep ascent of the **Vallée du Creux,** leading up to the centre of the island and the principal cluster of buildings at the **Collinette,** the "capital" of the island.

Some Characteristic Features of Sark.

The one-day visitor will not have time to see the whole of these. The features he should on no account miss are the Creux Derrible, the Coupée, the Dixcart Valley, the view from above the Gouliot caves looking across to Brecqhou, and the view of Les Autelets.

The Coupée.
Gouliot Caves (low spring tide necessary).
Port Gorey and the mines.
Seigneurie grounds (Mondays only).
Dixcart Valley and Bay.
Creux Derrible.
Port du Moulin and Tintageu.
Boutique Caves (low water necessary).
Bath of Venus and Pool of Adonis.
The Souffleurs.
The Pot.
Les Autelets.

A DAY IN SARK,

visiting in succession the **Creux Derrible,** the **Coupée, Havre Gosselin, Seigneurie** (on Mondays) and **Port du Moulin.**

On landing, pass through the tunnel to the steep road which leads up to the Collinette. Those who want to make at once for the Coupée will find that the most simple route is to continue past the *Bel-Air* and the windmill to the cross-roads at La Vauroque and then turn southward, the Coupée being about a mile distant.

This route, however, though interesting, is not to be compared with that by the coast paths, though the stranger is apt to find these a little confusing and to lose valuable time. About 200 yards up the road from the landing-place, at a point where the ground on the right suddenly rises, look for a stile on the left, set in a low stone wall half concealed by bramble. Having got over the wall, ascend the path to a broad grassy track overlooking the harbour and giving a splendid view. Continue by this track to where it ends abruptly at a small wooden gate on the right. Turn into the hedge-bordered lane and continue to the second group of cottages, then take a tree-shaded lane on left. Where it emerges into another lane, turn left to a path leading to a wooden gate. Pass through and you see ahead the ruined windmill on the **Hog's Back ;** there is an extensive and most beautiful view over Dixcart Valley, and along the east coast. Return through the gate, and retrace the outward route for about 100 yards to a path on the right leading across a field to a gate. Take the plain track on the right-hand side of the low sloping field to a rough wooden stile. Get over this and follow the track through tall bracken and undergrowth for some little way and you find yourself at the edge of the cliff, looking down into the wonderful and awe-inspiring **Creux Derrible.** Approach with care, as an unguarded step might precipitate you more than a hundred feet on to the boulders below. It is possible to scramble down to the sandy beach, but the one-day visitor must reserve his energy and his time.

The Creux, like nearly all caves and passages cutting off outlying rocks, has been formed by the decay and fall of the softer veins, the débris being washed away by the sea. Trickling rills of water, frost, and roots of plants cause further

falls from the roof; above the cave thus formed a harder mass resists decay; the cave becomes deeper, communicating ultimately with a soft rock above, which, giving way, falls into the abyss, and opens communication with the surface. There is a similar creux, on a smaller scale, called "the Pot," in little Sark; a picturesque one in Jethou, and a lofty one at the south-east end of Herm.

Retracing his steps to the end of the lane, the visitor should descend the lane to a pretty row of cottages. On the left, at the back of the barn, an old stone cider mill may be seen.

If there were time, we could cross the stream and proceed down the lovely wooded glen to **Dixcart Bay.** This is the best spot in Sark for a bathe; the natural arch is a favourite subject with photographers. But we turn rightward up the **Dixcart Valley,** one of the loveliest spots in the Channel Islands; its luxuriance of ferns cannot be excelled—notice especially the huge harts'-tongues—while in spring the carpet of primroses and hyacinths, and all the summer the foliage and ferns, make it a most delightful spot.

The shady path winds first this side of the stream and then that, emerging at a spot where an indicator points left to the *Dixcart Hotel,* right to *Stock's Hotel.*

By this time the visitor will be quite ready for refreshment.

A fresh start should be made not later than 2 o'clock, and it will probably save time to ask at the hotels for the cliff path to the Coupée. Or, if preferred, the road can be taken, presently turning leftward (*see* map).

The Coupée

is without doubt the grandest and the most wonderful scene in the islands. It is a natural viaduct, 260 feet above sea-level, uniting Great and Little Sark, but being gradually eroded by the sea, so that the process of converting an isthmus into a strait can here be witnessed. The roadway across it is 300 feet long and 6 broad. On the left, or Jersey, side, is a sheer precipice; on the west, or Guernsey, side, the slope is more gradual. There is a steep and rather risky track down the eroded cliff to the bay below, the **Grande Grève,** the most extensive beach in Sark, and a good place for a swim. It is a grand experience to stand on the Coupée in a gale; the wind nearly lifts you off your feet, and the spray from below drenches like a tropical rain. Do not in

those circumstances trust to the rails for support; they are not too firmly set. There are one or two places near the Coupée where tea can be had.

Turn back along the high-road to the *carrefour* (crossways) at the **Vauroque,** and take the lane on the left. Away to the left can be seen the **Pilcher Monument,** a conspicuous landmark erected to the memory of J. Pilcher, a London merchant, A. Giffard, engineer of the Sark Harbour, and three others, who lost their lives in attempting to return to Guernsey in an open gig one stormy evening in 1868. Passing through the turnstile and wall, one obtains a magnificent view of cliff scenery. The bay below is **Havre Gosselin,** where sailing-boats often land their passengers. Across the bay one sees the entrance to the Gouliot caves, and beyond it the **Gouliot Passage,** divided by the **Moie de Gouliot.** Beyond it is **Brecqhou,** or Isle de Marchands, and in the distance are Herm, Jethou and Guernsey. Notice the strength of the current through the strait. There is not time in a day trip to go down **Longue Point** to the landing-place and make an experimental descent of the ladder fixed vertically on the cliff to permit of embarkation in a boat.

In this district are many interesting places which the one-day visitor has not time to visit. On the left, toward Little Sark, is a fine cavern; the entrance can be overlooked from the cliff, but it is only possible to get into the cave in the course of a boat excursion round the island. Though the oars touch the sides, the boat can be taken in a distance of 100 feet. The boatmen have named this **Victor Hugo's Cave.**

From the Pilcher Monument a narrow track leads northward to a group of cottages, the **Frégondée.** This is the central point in Hesba Stretton's *The Doctor's Dilemma.* Visitors often give offence to the natives by inquiring for "Tardif's Cottage." The good people of Sark are not pleased that a name unknown in the island should be tacked on to their homes. Passing behind the cottages one comes to a barn, along the track to the **Gouliot Caves.** These, on account of their extent and their zoological treasures, are the most famous of Sark caverns. At low water one can descend by the chimney into the first and grandest chamber, which cuts right through the rocks towards Haore Gosselin; but to explore the inner cave, with its wealth of anemones, a low spring tide is necessary and a deep pool must be nego-

tiated in the first passage. This done, the enthusiastic naturalist will be delighted with the variety and wealth of life displayed on the walls. Mr. Cachemaile, the late Vicar, who conducted the first party of explorers, describes Dr. Acland as "Tearing off specimens with both his hands, filling his pockets with sponges and all kinds of zoophytes." Hundreds of naturalists have taken toll since, but still there is scarcely a bare spot on the walls. Even if the tide does not permit an exploration of the caves, it is worth while to reach the cliffs above for the majestic view across to Brecqhou and along the coast, a view every bit as inspiring as that from the Coupée, but less known.

With a Sark guide one would prefer to continue along the cliffs northward from the Frégondée, but Sark men have a habit of making the hedge barriers almost impassable. We should then pass the **Moie de Mouton,** not yet completely severed from the mainland; the proprietor crosses to it by a bridge (gate locked), and has cleared a zigzag path down to the beach, where is a cavern penetrating 300 feet. Charming views, constantly changing, present themselves at every turn until we overlook the **Port du Moulin,** and can scramble down to the Coupée leading to Tintageu, or down to the bay itself.

But our day visitor must be certain of his road, so he returns from the Monument direct to the Vauroque, then follows the highway on the left, passing the old cemetery until he reaches the *carrefour* at the Boys' School. Here he turns left to the **Seigneurie.** On *Mondays* he may pass through the grounds, but on other days he will take the next lane on the left, pass a pretty cottage (*L'Ecluse*), a joy to the artist and photographer, and so to an opening (the Window) pierced through the rock. Immediately below lies the **Port du Moulin,** with a sheltered beach, having a natural arch on either side. To the right the **Grand Autelet** is a striking object. To the left the view is bordered by the cliffs and by Brecqhou. Visitors are perfectly free to sit on the wall here and rest, but they are earnestly requested not to remove stones from it nor to throw them to the beach, because (*a*) it is highly dangerous to people below, and (*b*) it destroys the wall.

Retracing our steps nearly to the quarry, we go down the steps on the right, cross one of the Sark rivers, and mount

by rough steps towards the rock enclosing the south side of the bay. This takes us to the **Little Coupée,** and so out to the point next **Tintageu,** overhanging the passage from Port du Moulin to Pegane Bay. By the panorama spread before him the visitor will be abundantly rewarded for the scramble to this point. It is similar to that from the Window, but now one can see all three **Autelets** (the Grand Autelet, the White Autelet and the Needle), the red cliffs of Saignée Bay, and the north coast to the Bec. The cairns on Tintageu and the Autelet show that ascents can be made, but it is dangerous work and requires a guide.

As the boat leaves the harbour at 5, we must commence our return before 4.30. We cross the track down to the bay, but have no time to explore it, so retrace our steps in front of L'Ecluse to the high road and on to the **Boys' School.** All the official buildings are clustered here. The School serves as a Public Hall and as Court House; here the Chief Pleas and parish assemblies are held. Next is the **Church,** a very plain structure. The monumental inscriptions are interesting, and the notices in the cachet at the door are often amusing to a stranger. Just beyond are the Vicarage, the Girls' School, and the two-celled Prison. The **Windmill,** a little to the west, on the way to the Vauroque, stands almost in the centre of Sark, and on the highest ground (375 feet above sea-level). We, however, hurry along eastward through the pretty **Avenue,** past the *Bel Air* (post office a few yards up to the left), to the road which descends to the Harbour and our waiting boat.

A RAMBLE ROUND THE NORTH END.

The Seigneurie, Saignée Bay, Boutiques Caves, Les Fontaines, La Grève de la Ville, and Gulls' Chapel.

An old archway, brought by Mr. Collings from Guernsey, marks the commencement of the grounds of the **Seigneurie,** which are open on *Mondays,* and are worth visiting. The house, with its conspicuous tower, is modern. Nothing whatever remains of the ancient monastery founded near this spot by St. Magloire about 565 (*see* p. 163). The ivy-covered outbuildings, with Gothic windows, are merely modern store-houses. On the farther side of the house is the battery, with some small guns; the centre one is a very pretty model

and is inscribed : " Don de sa Majesté la Rayne Elisabeth au Seigneur de Sercq, A.D. 1572."

Leaving the grounds by the fishponds, the visitor proceeds past L'Ecluse, and can now descend by the rough track to the beach, and, passing through the natural arch, reach the base of the Autelets and the shore of Saignée Bay. On the south side through the gap he can explore **Pegane Bay** and a long reach of coast. Mr. Collings had a plan for making Port du Moulin the ordinary landing-place, hence the erection of the crane and the piercing of the Window.

Re-ascending and taking any track to the left along the top of the cliff, **Saignée Bay** is reached. The descent is highly dangerous : some years ago a young lady visitor lost her life in attempting it. There is a fine view of the Autelets, and if there be a strong north-west wind below, and it is close on high water, you may see the finest *Souffleur* at work on the other side of the bay. The path rejoins the road on the Eperquerie Common. We are now approaching the north end of the island. The **Boutiques Caves** are close by on the west side, by the large cleft in the cliffs. They can be explored at ordinary low tide. Lights should be carried to enable the pools of water to be avoided and to aid the negotiation of an unexpected vertical drop in the first tunnel. This is about 200 feet long, and leads to a large middle hall with a view of the sea. The passage continues on the other side in a straight line with the first tunnel. After the caves have been explored the cliff can be ascended by a path at the other end of the caves. The view at the extreme north point, past the rifle butts, includes a picturesque group of islets. By walking round the cliffs a landing-place is reached, called the **Eperquerie,** and, scrambling down on the right-hand side of the little headland, we reach a rock-strewn bay, called **Les Fontaines.** Here are the **Fairy Grotto,** the **Fern Cave** and **Creux Belet,** beyond which a track ascends to **Le Fort.** The cliff paths, frequently thorny and furze-covered, next bring us to the most expansive bay in Sark, except Grande Grève under the Coupée, called **Grève de la Ville.** The smooth green and yellow sides of the cliffs sloping down to the water's edge are beautiful, and out at sea lie the bold, grass-covered rocks, called **Petite Moie** and **Grande Moie,** wave-worn into caves and arches. The path leads down to the beach, where is a huge detached mass of rock,

pierced by an arch resembling a Gothic doorway. This takes the name of the **Chapelle des Mauves,** and is the first of a series of seven caves which at low tide can be explored.

Near to La Grande Moie is **Pointe Robert,** on which stands a **Lighthouse,** erected in 1913. The light gives a red flash of $\frac{7}{10}$ second's duration every 15 seconds. The lighthouse is 213 feet above high-water mark.

Near at hand is a long cavern called the **Dog's Cave,** but it can only be approached by boat.

LITTLE SARK.

The Pot, Venus's Bath, Port Gorey, the Old Mines, Pool of Adonis, and Vermandée Bay.

A day and longer can well be spent here in rambles round the cliffs, rocks, caves, bays and grassy combes. Swimmers should take towels, in case the crystal-clear waters of the Bath of Venus prove irresistible.

Crossing the **Coupée** (p. 119), and continuing by the road, we soon pass the remains of an old **Fort.** A very short distance beyond is the *Bungalow Hotel,* where luncheon and refreshments may be obtained. A path on the left leaves the road and leads by a serpentine track through the ferns to **The Pot,** another of these peculiar creux formations. Here the path descends fairly easily to the *inside* of the Pot, and a passage under the cliff leads to the sea. This hole is of great interest, as the path descending into the interior allows the student closely to observe the peculiar formation.

Returning to the path, and scrambling along the cliffs, we proceed southward and pass the row of cottages called the *Barracks.* Just beyond are the chimneys and shafts of the old mines. We now visit the far-famed **Venus's Bath,** much sought for and yet so difficult to find. By observing the following hints there should be no difficulty in locating this charming spot. Proceed by the broad, grassy path to the left of the air-shafts. Out at sea will be noticed the large rock called *L'Etac,* with a small one to the left almost adjoining. Right through the smaller rock is a cleft or passage. Proceed down over the rocks, always keeping this cleft or passage open to view, and the Bath of Venus will be easily found, under a large shoulder of granite which prevents it being seen from above. When the descent leads of necessity so far south that the cleft in L'Etac appears shut, a few steps

Levy, Sons & Co.,] [*London.*

LA COUPÉE, SARK.

Levy & Photochrom Co.,] *[London.*

SARK.

THE PRISON—ENTRANCE TO SEIGNEURIE—ARCHED ROCK, DIXCART BAY.

should be taken northward as soon as the rocks allow, until daylight can be seen right through the rock again. The pool is about circular, almost 20 feet deep, and each receding tide leaves it full of water, so clear that the boulders at its lowest depths are seen quite plainly. Swimmers usually need no second invitation. Another pool, smaller and not so pretty, lies about 30 yards south of the Bath of Venus. For many years a large octopus lived here, responsive to a friendly call and an unshelled limpet. A short distance west is a good *souffleur*.

We next visit the **Old Silver Mines,** the air-shafts of which we have noticed. One shaft is said to have gone 500 feet below sea-level. The mines were worked about the year 1835, but yielded little.

Rounding the cliffs, we pass **Rouge Caneau Bay,** and, standing on the cliffs facing the large islet Moie de la Bretagne, take our bearings for the **Pool of Adonis,** which can be reached when the tide is three parts out. It lies in the rocks opposite the south, or left-hand, end of **Moie de la Bretagne** (a rocky islet just off the shore), and when reached is well worth the difficult climb. The most trying portion of the scramble is when the dividing little chasm or passage has to be crossed. There are several pools in the rocks, but the Pool of Adonis cannot be mistaken. It is deeper than Venus's Bath, and the sides are more sheer, but its lower depths are just as transparent.

Continuing the cliff path, the scenery is strikingly picturesque. **La Fontaine Bay,** so called from the spring which trickles down over the rocks, is the next in order. **Vermandée Bay** follows, with its farther promontory, **Point le Jeu,** and remains of an old battery. The cliff path continues, with scenes similar in some respects, but each with a charm of its own.

The above notes are all too meagre; the tale of Sark is only half told. Let the lover of the sublime in nature hire a boat, and under the guidance of a Sark fisherman cruise round the island under the shadow of the gigantic rocks and cliffs. He will be rewarded.

Of course, scenery impresses different people in varied ways, but it is difficult to imagine a visitor, after spending some days on the island, being unable to endorse the opinion of Charles Wood who has said:

"More than ever does Sark rise up in the memory and in the heart as a spot full of quiet beauty and untold attractions, round which a glorious sea for ever surges, chanting its praises in mighty tones, guarding it, sometimes only too well, from fear of evil. You may listen for ever to the beating of the waves upon the shore; you may watch them break and foam around those glorious cliffs and rocks, that possess a majesty and a power only equalled by the sea itself. You may lie prone upon the heathery slopes, and let the bracing air fan your cheeks with a life-giving caress; you may bask in the glowing sunshine, and watch the white clouds passing over the face of the deep blue sky. Hour after hour no human being will intrude upon your solitude or disturb your dreams. All is peace, loveliness, and repose; perfect, inexpressible contentment. For Sark by its charm has steeped you in the waters of Lethe, and the spell is broken only by departure."

INSULAR NOTES.

Government.—Like Alderney, Sark is in the Bailiwick of Guernsey, and thither are sent the cases, should there be any (a most rare event), with which the local authorities cannot deal. The *Seigneur* is the hereditary ruler. The three officers composing the court are the *Sénéschal* (Judge), appointed by the Home Office, the *Prévôt* and the *Greffier* (Clerk of the Court). The Sénéschal exercises complete jurisdiction in minor offences punishable with not more than three days' imprisonment, or a fine not greater than "three livres tournois," about 4*s*. In addition to this court there is the **Court of Chief Pleas** for the enactment of general ordinances. This body is composed of the holders of the forty indivisible tenements of Sark (*see* below). The Sénéschal presides, but the Seigneur must be present or represented. Ordinances are not valid until approved by the Seigneur.

The Seigneur.—Under letters patent granted by Queen Elizabeth, Helier de Carteret, of St. Ouen, Jersey, arrived in Sark with forty Jersey families. He was the first Seigneur of the island, and while exercising feudal authority divided the land into forty tenements. The heirships to these tenements devolve on the eldest son or next-of-kin. By law they are indivisible, and in the absence of an heir to any tenement the Seigneur holds the same as trustee. For six generations the De Carteret family were lords of Sark, and on the death of the last of the family in 1715, the Seigneurie estate and rights were sold to one James Milner, from whom they were

bought by his son-in-law, Joseph Wilcock, Bishop of Gloucester. By him Sark was sold to the Le Pelley family, who held it for six generations. In 1852 it was purchased by Mrs. T. G. Collings, from whom the present Seigneur is descended.

Local Currency.—British gold, silver and copper coins, Bank of England and Treasury notes, together with Guernsey State Notes of 15 March, 1921 and onwards and Guernsey copper coins became the sole legal tender 4 April, 1921.

Geology.—The centre of the island consists of banded gneiss; there is an outcrop of grey granite at both north and south ends. Professor Ansted says that "all the phenomena that characterize the other islands are presented in this little rock on a larger and better scale than elsewhere, while its caverns are so much finer and more instructive than those of any other granite rocks on the coasts of Europe, that they alone are well worthy of a pilgrimage from anyone who desires to become acquainted with Nature's power in this respect. The predominant rock is syenite (hornblende schists), with veins of greenstone, asbestiform minerals, serpentine and quartz. The veins being at right angles to the apparent cleavage or bedding, the whole rock is broken up into cubes or rhombs, forming, as is well seen in those curious rocks, the Autelets, a curious pyramidal appearance of detached rocks, exemplifying the structure perfectly."

"Sark gems," used in local jewellery, are crystallized quartz or amethysts.

Spring Tides.—For low spring tides, which occur fortnightly, the following should be noted. When the moon is new or full, the water will be low at 12 o'clock noon. The third tide after new or full moon is usually the lowest and longest, and is therefore the most convenient tide for visiting the Gouliot caves.

Climate.—Similar t Guernsey, but perhaps a little more bracing, as the houses are more exposed. May and June are regarded as the "prettiest" months for visiting Sark; in August the climate is apt to be somewhat relaxing. The autumn and even the winter are recommended by several authorities.

Taxes.—Who would not live in Sark? The road rate and a small tax on incomes are the only taxes payable by residents. Every man of more than one year's residence is required to give two days' free labour on the roads or to pay the sum of 8*s.*, labourers' wages for two days at 4*s.* per day, for the work to be vicariously performed.

ALDERNEY.

"Sheer seen and far in the seas' live heaven,
A seamew's flight from the wild sweet land,
White-plumed with foam if the wind wake, seven
Black helms as of warriors that stir not, stand.
From the depths that abide, and the waves that environ
Seven rocks rear heads that the midnight masks;
And the strokes of the sword of the storm are as iron
On the steel of the wave-worn Casquets.

"For here, when the night roars round, and under
The white sea lightens and leaps like fire,
Acclaimed of storm and applauded in thunder,
Sits death, on the throne of his crowned desire.
Yea, hardly the hand of the god might fashion
A seat more strong for his strength to take;
For the night of his heart and the pride of his passion,
To rejoice in the wars they make."

A. C. SWINBURNE.

Access—General Description—St. Anne—Coast Scenery—the Casquets—Insular Notes.

How to Reach Alderney.[1]

(*a*) **From Guernsey:** A steamer leaves the White Rock, St. Peter Port, every Tuesday, Thursday and Friday, generally at 9 a.m., but awaits the arrival of the mail from England. The boat returns from Alderney on Wednesdays and Saturdays at 12 noon, and on Thursdays at 5 p.m. Return fares to Alderney, first class 9*s.*, second class 7*s.* 6*d.* Single fares, 6*s.* 6*d.* and 5*s.* 6*d.* Excursions during summer months on Thursdays, leaving White Rock at 9 a.m., returning from Alderney at 5 p.m. Fare, 7*s.* 6*d.* The time occupied *en voyage* is about two hours.

(*b*) **From Cherbourg:** The War caused the discontinuance of the regular weekly service. Motor-boats cross occasionally or when specially chartered.

The Approach.

Steamer passengers usually make a point of looking out for **The Sisters,** two finely-shaped twin crags at the south-

[1] *See* footnote p. 17.

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west end of the island. South-west of the Harbour, and well seen on the approach from Guernsey, is the **Clanque,** a dismantled rock fortress reached from the mainland by an elevated roadway.

But the most interesting part of the approach is **The Swinge,** the channel between Alderney and Burhou Island. In fine weather the sea here is quite calm, but during a gale it is a magnificent sight as it rushes, tumbles and whirls over and between the rocks with which the channel is studded. Fortunately the captains of the pleasure steamers well know the passage, and no danger need be apprehended.

Before entering the harbour, the steamer makes a wide détour to avoid the partly submerged breakwater.

General Description.

Alderney is situated eight and a half miles due west from Cape la Hague and twenty-three miles north-east from St. Peter Port.

In size Alderney is the third of the Channel Islands, being slightly larger than Sark. Its length is rather more than three and a half miles, and its width about one mile. It is, however, much smaller than Guernsey, and has only about 2,500 inhabitants, with a decided preponderance of the military element, for strategically the island is of great importance to England, on account of its closeness to France and its position near mid-Channel. In appearance the island is a direct contrast to Sark. While the latter is luxuriant with trees, Alderney has comparatively few, though a number have been planted in recent years. The cliff scenery is fine, particularly on the south and west sides. The interior is practically a tableland, averaging about 250 feet above sea-level.

There is little waste ground in the island. Many furze brakes have been enclosed and brought under cultivation; and beyond the town of St. Anne is the exceedingly fertile land called the Blayes. Valuable crops of cereals, roots and hay and early produce of all kinds are raised. Of late years a considerable acreage has been devoted to early potatoes, which are exported to England during May and June.

The one town, **St. Anne,** is situated in the centre of the

island, and is a clean, sleepy little place, with a fine modern church, a post and telegraph office, three hotels, several inns, shops where practically anything can be bought, a courthouse, and other buildings. **Bute's Hill,** on which seats are provided for the convenience of visitors, forms a good viewpoint.

The Harbour

was added to the coast line in the middle of the nineteenth century. Alderney being a key to the Channel, and the fortified part of Cherbourg only twenty miles away, the construction of an enormous breakwater was begun in 1847 for the purpose of forming a harbour which should provide safe anchorage for a British fleet. Immense fortifications, now mostly dismantled, were also constructed. The breakwater proved to be one of the costly white elephants placed in the Channel Islands by the British Government. About £1,500,000 was uselessly expended here and the work only half done. The right arm, or breakwater, was never proceeded with, and the existing pier, formerly almost a mile long, requires expensive repairs yearly.

The visitor cannot fail to notice the clearness of the sea water. From the steamer the stones of the breakwater can be counted to a surprising depth. Around the harbour, grassy slopes devoid of trees ascend to the higher ground. This bareness has earned for the island a character for bleakness in dull weather. Nor is the landscape improved by the numerous dismantled forts and military works. **Fort Albert,** commanding the harbour on the east side, is strongly garrisoned, and armed with several long-range guns.

Close at hand, a short distance to the north-west of the island, is a group of rocky islets. **Burhou Island** is the largest, and is used as a store by the military authorities. Rabbit-shooting can be had on the island in abundance, but no one is allowed to land without permission.

At the east end of Alderney are some pretty little bays, notably **Corblets Bay,** near Fort Albert, which affords good bathing. **Longy Bay,** half a mile to the south and on the east side of the island, is perhaps as fine as any. In shape it is almost circular, with a pebble beach above the belt of sand. On the high ground overlooking Longy Bay is **Essex Castle,** a building now used as a military hospital, formerly a fort,

and centuries ago the residence of Queen Elizabeth's favourite, the Earl of Essex. For the sum of £1,000 he bought the island, and lived there during certain periods of disfavour.

Briefly, Alderney, though little visited in comparison with the other islands, appeals to a select band of holiday-makers on account of its cliff scenery, its seclusion, its glorious air, its breezy approach from Guernsey, and because as an island it is unlike either of its larger neighbours. Guernsey doctors frequently order patients to Alderney for the benefit of its more bracing climate. Bathing huts are erected on the beach in summer at Crabby Bay and the Braye.

The trade of Alderney is in cattle, general dairy produce, early potatoes and granite. The works at Cachelière, on the south coast, form one of the most interesting sights in the island. On the face of the southern cliffs quarries have been opened, a concrete jetty has been constructed in deep water, and efficient moorings have been laid down, so that a large steamship can be loaded in a few hours.

Climate.

Exposed to every wind that may arise, and with no natural protection against inclement weather, Alderney is decidedly more bracing than either Jersey or Guernsey. With the other Channel Islands, it receives a large percentage of sunshine, and a fair amount of rain. Showers may occur suddenly, with every appearance of prolonged duration, yet they will cease as quickly as they came.

St. Anne.

Banks.—*Guernsey*, *Guernsey Commercial*, and *Lloyds*.

Bathing.—On sandy beaches. A favourite spot is Foulére Bay, below the Lovers' Chair. Corblets Bay is also a favourite spot with adults. The Braye sands are especially suitable for children. Huts for bathers are erected at Crabby Bay and the Braye.

Fishing.—Really first-class sea-fishing is to be had, but no boating should be attempted without a man familiar with local currents and conditions.

Golf Links (9 holes) at Fort Albert end of island. The Garrison golf club allows visitors the use of the pavilion and links at 1*s.* a day, 5*s.* week, 15*s.* month.

Hotels.—*See* Introduction. Many houses let apartments during the summer, but early application is necessary.

Places of Worship, with hours of Sunday service:

St. Anne's Parish Church—8, 10.45, 2.30 (Fr.), and 6.30.

Roman Catholic (Convent of St. Anne and St. Mary Magdalen)—8, 10.45 and 6.30.

Postal.—*See* p. 15. The Post Office is at the Chemist's shop, halfway up Victoria Street, right-hand side.
Vehicles meet the steamer at the Harbour.

On leaving the steamer take the *left* hand road, and turn up by the *Divers Inn.* In ascending the hill one has, on the right, the Recreation Ground, known as the Butes or Buttes, through having been the ancient drill and archery ground. It is provided with seats, and commands a fine view.

Victoria Street (re-christened immediately after the visit of Queen Victoria in 1854) is the principal thoroughfare. It contains most of the leading shops, the post and telegraph office, and the **Albert Memorial Gateway,** consisting principally of a granite Gothic archway, inscribed in gilt letters: "Albert. Erected by the people of Alderney, 1864." Other shopping centres are High Street and the Hurst.

Through the memorial gateway we reach the **Church of St. Anne.** Owing to its position in a slight hollow, this beautiful structure (designed by Sir Gilbert G. Scott) is not seen to full advantage except from the churchyard. It was built in 1850 by the Rev. John le Mesurier (whose father was the last hereditary Governor of Alderney) and presented by him to the island. The style is Early English. Granite, finished with Caen stone, has been appropriately used as building material for the church. The combination is pretty, but in the Channel Islands not to be recommended. The softer Caen stone shows signs of wear and stress of weather. Leaving the churchyard by the path opposite the south porch, New Street is reached.

Crossing the road, we enter the building containing the **Court House.** Ascending the stairs to the first floor we find the Court Room, noteworthy for its three paintings:

(1) The picture to the left of the Judge's seat is a reputed *Opie* and is a good portrait of the last Governor, Lieutenant-General John le Mesurier.
(2) The picture to the right of the Judge's seat represents John Gaudion, a former Judge, who died in 1856, and bequeathed property for educational purposes in St. Anne's parish.
(3) On the right-hand wall hangs the portrait of the late Judge T. N. Barbenson.

The **Clock Tower,** in High Street, is all that remains of St. Anne's old parish church, probably erected in the eleventh century.

Government House, in St. Anne's Square, was built by

Governor John le Mesurier in 1763. It is now used as a School, kept by Sisters of Mercy.

The Coast Scenery of Alderney.

The walk round the coast involves a tramp of about eleven or twelve miles, but the principal features can be seen by a shorter walk, which, with the town and harbour, will occupy all one's available time if the visit be only a day trip. Generally speaking, a path will be found all round the island near the cliff, but here and there it is indistinct, and the low stone walls dividing the fields must be surmounted. They offer little impediment. A favourite short walk is by the telegraph tower to the Lovers' Chair.

WALK TO THE HANGING ROCK, ESSEX CASTLE, LONGY BAY, AND ROUND THE NORTH COAST.

Longy Road is the main road leading out of St. Anne eastward. It passes two cemeteries on the left. After about a mile either of the turnings on the right leads across fields to the sea, where the rock scenery is fine. Care is required when approaching near the edge of the cliff, for the face of the rock is smooth and precipitous. The coast-line is indented with coves and pretty little bays. There will be no difficulty in identifying the **Hanging Rock,** a huge mass about 50 feet high, projecting from the side of the cliff like a "leaning" tower. It is well seen from the road leading down to the little concrete-pillared jetty from which the stone from the **Cachelière Quarry** (p. 131) is shipped. The rock can be approached from above, and the view seawards and around is especially good.

Close by the rock is **Essex Castle,** named after the Earl of Essex, the favourite of Queen Elizabeth. Most of the building is modern and is now used as a military hospital. Visitors are shown over the wards, dispensary, kitchen, etc. The left-hand wall and the round tower seen at the far end on entering the gateway are the only remnants of the original building. From the walls we have a pretty view of **Longy Bay,** with a short causeway leading out to Raz (properly Race) island and fort.

Near Essex Castle is the **Nunnery** or Longy Castle, the most ancient fort in the island, having been originally built by

the Romans. It now serves as part of the garrison married quarters.

Beyond the Bay is Longy Common, with the Garrison **Golf Links** (*see* p. 131). A pathway, and then a road, lead all round the coast northwards, passing several old forts.

On **Quenard Point,** the north-easterly extremity of the island, is a cylindrical lighthouse, showing a four-flash white light every fifteen seconds, visible seventeen miles. In fog the syren gives four blasts every minute and a half. The lighthouse, 106 feet high, is marked in the middle with a wide black band. It was opened in January, 1913.

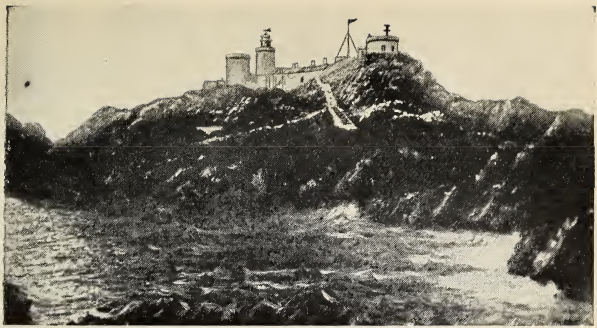
Corblets Bay is convenient for its bathing. **Fort Albert,** with its long military road, is next reached. The fort is the largest and most important of the fortifications, having accommodation for a garrison of 2,000. From it the road skirts the bay enveloping the harbour.

Beyond the Harbour are **Crabby Bay** and the hamlet of **Crabby,** with Fort Doyle.

Should time permit, the walk should be continued, for the cliffs are here the barest, boldest and bleakest on the island. The bluffs alternate with precipitous gorges, down which a little stream usually finds its way. The cliff path is occasionally dangerous, and it is not advisable to venture too near the edge.

The Casquets and the Casquets Lighthouse.

The Casquets are a group of rocks midway between England and Brittany, being about eight miles north-west from Alderney. They are the first rocks seen when approaching the Channel Islands from England. They owe their name to their resemblance to a helmet, and are notoriously dangerous to shipping. The chief islet emerges from the water to a height of about a hundred feet and supports the lighthouse. The light—a triple-flash every half-minute—is visible for twenty miles. Three flashes of two seconds each are followed by an eclipse of three seconds, and the fourth flash is followed by an eclipse of 17½ seconds. The syren sounds three blasts, each of two seconds' duration, in rapid succession, every five minutes. The first lighthouse was erected in 1790, although from the year 1726 beacon fires of coal were continually burned on the rocks. For many years three lighthouses, called respectively St. Peter, St. Thomas, and the Donjon,



THE CASQUETS—THE SISTERS ROCKS—NEW LIGHTHOUSE, ALDERNEY.

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NORMAN AND BRETON COSTUMES.

did duty, but in 1877 two were abolished, and the remaining one improved. How many vessels have been wrecked here, how many lives lost, history can only partially record. The rocks—

> " Keep ward of the lists where the dead lie tombless,
> And the tale of them is not found."

Swinburne's superb poem *Les Casquettes* should be read. Nothing can exceed its portraiture of a storm raging around the rocks. It is a fact that the girl alluded to in the poem did live on the Casquets. Her knowledge of the outer world was limited to the experience gained during her visits to Alderney.

It is permissible to visit the lighthouse during daylight, and there are occasional steam launch trips from Alderney.

The **Ortac Rock,** of nearly circular shape, rises, sentinel-like, boldly from the sea, and of the Burhou islets is the nearest rock to Guernsey.

INSULAR NOTES.

Alderney Cattle.—The Alderney cow is similar to the Guernsey cow, and the two breeds have been crossed with each other ; but the Guernsey and Alderney breeds are kept quite distinct from the Jersey cattle. The Alderney cow is smaller than a Guernsey cow and more hardy. The colour varies from a very light red to orange or lemon fawn, mixed with white. The milk is exceedingly rich, and the butter a decidedly yellow colour. The animals are most gentle, owing to the personal treatment and attention they receive, and to the fact that they are always tethered. Their browsing patch is changed sometimes three and four times daily. Alderney cattle are exhibited at the shows in Guernsey, and annually on the second Thursday in July Alderney has a fine show, which is largely attended by visitors from Guernsey and England.

Constitution.—Although for constitutional, political, ecclesiastical, and certain legal purposes Alderney (with Sark, Herm and Jethou) are in the Bailiwick of Guernsey, Alderney and Sark have each a separate legal existence. Since 1825 the Government of Alderney has been vested in the Crown, and the duties of this little State are carried out by the Assembly, or the Douzaine, consisting of twelve members and two constables. The president of the *Douzaines* of Alderney and Guernsey is called the *Dean.*

The **Court** of Alderney consists of a president or judge, six jurats, an attorney-general, the greffier (clerk) the *prévôt* or sheriff, and the *sergent*. For minor criminal offences punishments may be inflicted to the extent of one month's imprisonment or a fine not exceeding £5. In all other cases, after a preliminary investigation, the matter is referred to the Court at Guernsey. In civil matters the Court (consisting of the Judge and at least two jurats) sits to hear cases where the amount in dispute is under £10, and gives judgment without appeal. Where a larger amount is involved there is an appeal to Guernsey.

Currency.—In 1921 it was decided to adopt British money for currency. Guernsey coinage is also in use. There is a premium of 5 per cent. (reckoned at ½*d.* in the shilling) in favour of British money.

Geology.—We cannot do better than quote Professor Ansted:

"The geology of Alderney has much reference to syenite and other porphyries, but it includes also some especially interesting phenomena of disintegration of granite; and it affords, in addition to the hypogene rocks, a stratified deposit overlying them. This deposited rock is a reddish or grey gritstone composed for the most part of small pebbles or fine grains of quartz cemented by feldspar. It covers the granite or granite gneiss quite unconformably, and is limited to three patches. One of these occupies the whole of a small promontory at the north-east extremity of the island, from the middle of Corbelette or Corblets Bay to Longy Bay. It is extensively quarried for the harbour works. The junction with the granite may be seen in the railway cutting close to the bay. An extensive deposit of this sandstone covers the hill on which is Fort Essex. There is here a bold cliff, nearly 200 feet above the sea, faced entirely with this sandstone. Towards the sea it presents one of the most magnificent and picturesque examples of broken rock it is possible to conceive. This is called the Hanging Rock (*see* p. 133). The sandstone may also be traced in the south-eastern cliffs. Except where these sandstones appear the whole of Alderney consists of alternations of the following rocks:

Hard durable syenite.
Decomposing syenite, with occasional masses of hornblendic rock and veins of greenstone.
Soft granite.
Ochrey clay."

Besides Ansted, other recent writers of note are Rev. E. Hill (*Rocks of Guernsey, Sark and Alderney*), and Professor Bonney. The former in his work shows a distinct connection

between the above-mentioned sandstones, or grits, and the rocks on the Casquets, Burhou and Ortac.

Historical Note.—In Longy Bay are found the remains of an ancient forest, proving that the land was of greater extent than now. Moreover, on the neighbouring coast of France, there is an ancient fief, and the overlord of this fief, in exchange for certain rights, had once a year to place a certain number of bundles of gorse in a brooklet or waterway, to enable pedestrians to pass over dry-shod—convincing proof that Alderney was at one time part of the mainland. The ancient town of Alderney was named Monville, and was situated at the eastern end of the island. Part of the old pier is still seen in Longy Bay. It is popularly supposed that this ancient town was buried beneath the surface by sand storms. The antiquary will find this end of the island of much interest; quite near the surface interesting finds will result from digging. Pottery, spear-heads and other matter relating to the Neolithic period are to be found, whilst human remains—some bodies upright, some recumbent—with metal rings still round the neck, are often met with, proving that this was a burial ground in the distant past. It is also popularly supposed that the Earl of Essex had caused to be constructed a subterranean passage from Essex Castle (or Fort Essex) to the north of the island, in order that if his castle were besieged and fell he might escape in that way.

EXCURSIONS TO BRITTANY AND NORMANDY.

Introductory.

Access from Jersey—Useful Hints.

THE convenient steamer services from the Channel Islands tempt many visitors to cross to Normandy or Brittany for a few days. The change of scenery and language, the quaint old towns and narrow streets, the different occupations and modes of life, all tend to add zest to one's holiday, and a surer mode of shaking off a year's cobwebs has yet to be found. Want of familiarity with the language need not deter would-be tourists, for, aided by the following hints, a very slender vocabulary will suffice. For hotels, etc., in the principal centres, *see* Introduction, pp. 12–13. *Passports must be procured before embarking for France.*

Steamer Services from St. Helier.

During summer steamers run frequently between Jersey and St. Malo and Jersey and Granville. For times of departure, *see* bills or advertisements in the local papers. Sometimes the steamer returns promptly, at other times she waits a few hours to take in cargo. The advertised times of sailing are strictly adhered to.

There are also direct services between London and St. Malo *viâ* Southampton daily (Sundays excepted) in summer and thrice weekly in winter. By the turbine steamers the open sea passage is reduced to six and a half hours.

Those who wish to make only a day trip from Jersey, and to see something of St. Malo, Dinard and St. Servan without sleeping on what Artemus Ward used to describe as "furren sile," should watch for announcements of day trips to St. Malo or Dinard. During July and August there is generally at least one such trip a week. They are extremely popular, and as accommodation on the boat is limited it is advisable to be at the quayside in good time. On the Dinard trips the

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ST. MALO, FROM DINARD.

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LA GRANDE PORTE, ST. MALO—PARAMÉ—ST. SERVAN.

steamer anchors in the mouth of the Rance, and passengers are landed by small motor-boats (*Vedettes Dinardaises*).

The approaches to both St. Malo and Granville are extremely picturesque, and the passages are across waters much smoother than those between Guernsey and Jersey. Guernsey visitors wishing to make these trips must proceed to Jersey first, except for Cherbourg, when the route is *viâ* Alderney.

Useful Hints

for visitors not accustomed to Continental travelling.

Take soap. Few foreign hotels provide this commodity.

A dictionary and a phrase-book serve to refresh the memory.

A supply of matches must not be carried, as the French Government have the monopoly of manufacture of matches. A fine of one franc per match can be inflicted. "Flint lighters" are likewise best left at home, since their import into France must be accompanied by payment of a tax of fr. 2.50, and the soldering to the lighter of a registration plate.

Travellers from Jersey should note that they are allowed to take only six cigars or twenty-five cigarettes. The French Customs officials enforce this very strictly.

It is generally advisable not to travel third class on the French railways.

The French lines use the 24-hour clock, thus 2.50 p.m. would appear in time-tables as 14.50 o'clock.

Bargain for your fare before taking a cab.

English money can usually be changed without difficulty at the hotels, but not always on the railways. Avoid Papal, Italian and Swiss coins, of which waiters seem to possess pocketfuls.

About ten per cent of an hotel bill is a fair sum to distribute in "tips."

Plain water should not be trusted unless it is drawn from a public supply.

Baggage is examined before it leaves a French quay.

Obtain from the nearest railway (French) station a bill with times of trains on the *Chemins de fer l'Etat* (*Ouest*), which shows trains and fares. Or buy at a railway bookstall or of a local stationer a local time-table, *Un horaire des chemins de fer de l'Etat Banlieue, Normandie, Bretagne et Sud-*

Ouest. Sunday trains are the same as for weekdays, with occasionally an increased service.

Stamps can generally be obtained at any tobacconist's shop.

Cyclists.—The Customs duty on cycles entering France is 2 fr. 20 c. per kilog. This is refunded when the traveller leaves France, provided he gives the necessary notice that he intends to reclaim the amount. Members of the C.T.C. and other recognized Clubs are permitted to land cycles gratis provided they produce their membership card for the current year, and the machine bears traces of use. On landing, cyclists should apply to the Customs officials for a *Permis de circulation* (*6d.*), which must be produced whenever required. The Continental rule of the road is to keep to the *right.*

Motor cyclists (other than members of the Automobile Association or the Touring Club de France, who must produce membership card) pay a duty of 2 fr. 20 c. per kilog.

Artists and amateur photographers should know that anyone sketching or photographing in the neighbourhood of war vessels, forts, barracks, or soldiers, is liable to get into trouble. In case of difficulty, the British Vice-Consul at Cherbourg, St. Malo or Granville should be consulted. Most of the hotels have a dark room (*chambre noire*).

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ST. MALO TO GRANVILLE.

St. Malo—St. Servan—Paramé—Dinard—Dinan—Dol—Mont St. Michel—Avranches—Granville.

The following are the principal towns passed through in the course of a tour from St. Malo to Granville :

Summary.

St. Malo, 33 miles from Jersey. A walled city, quaint streets, old houses. Cathedral (magnificent view from tower). Sands. Tomb of Chateaubriand. Quick access to Paramé, St. Servan and Dinard.

St. Servan, a mile south of St. Malo. Cathedral : most beautiful interior. Views of River Rance.

Paramé, two miles east of St. Malo (steam trams). Sands. Bathing. Casino. Fashionable watering-place.

Dinard, two miles from St. Malo on opposite (western) side of harbour. Reached by motor-boat or steam ferry across mouth of River Rance. Sands. Bathing. Pretty coast. Fashionable English and American colony.

Dinan, 32 miles by rail south of St. Malo. Also approached by steamer and motor-boat up the Rance, or by direct road from Dinard. Grand views, quaint streets, queer old houses. The Château (museum). Two fine churches.

Dol, 17½ miles north-east from Dinan, 14 miles south-east from St. Malo. Splendid cathedral (towers incomplete). Mont Dol Menhir Stone. Dol is the junction for trains to and from St. Malo, Dinan, Rennes and Pontorson (for Mont St. Michel), and Granville.

Pontorson, 13½ miles from Dol. Here is a very fine Norman Church, well worth seeing. Change and take tram ticket for—

Mont St. Michel, 6½ miles north by road from Pontorson (last 1¼ miles over the causeway connecting the Mount with the mainland). The Mount is world-famous for its Abbey. In addition there are quaint old houses and ramparts.

Avranches, 14 miles north-east by rail from Pontorson, 42 miles from St. Malo. Ancient walled town "set on a hill." Botanic gardens, from which is seen one of the finest panoramas in France. Museum, Library, etc. Henry II's penitential stone. Interesting churches.

Granville, 30 miles from Jersey, 20 miles by road and 21 miles by train from Avranches, *i.e.*, 11½ miles by train to Folligny (change), and thence 9½ miles by train due west. Walled town : quaint. Good bathing. Old church. Convenient access to Avranches and Mont St. Michel. Among excursions is that to **Coutances,** an interesting old town of Roman origin, with fine cathedral.

ST. MALO.

Hotels.—*See* Introduction.
Markets.—Tuesday and Friday.
Motor Boats.—Excellent and speedy little motor-boats (*Vedettes Dinardaises*) maintain a kind of omnibus service about the harbour. At high water the Dinard service starts from the quay near Porte Dinant; at low water it is necessary to walk out across the causeway to the rocky islet known as the Petit Bey, north-west of the Old Town. The single fare to Dinard is 1 fr., return 2 fr.
Population about 12,000.
Railway Station.—Called St. Malo-St. Servan, is within the boundary of the latter. A good road connects it with St. Malo's Porte St. Vincent (p. 145). Omnibuses meet all trains.
Post and Telegraph Office, opposite west door of Cathedral.
Steamers and Motor-boats up River Rance.—According to tide. Inquire on the quay.
Steam Tram to Paramé, Cancale and St. Servan Station outside Porte St. Vincent.

St. Malo, once a corsair stronghold, is now a fashionable resort and the principal port of entry for tourists visiting Brittany and the Valley of the Loire. It is at the centre of the Bay of St. Malo, on a rocky island, the rock of St. Aaron, at the mouth of the Rance. A long causeway, called the Sillon, connects the town with the mainland. The older houses are closely packed within imposing ramparts, which afford an almost uninterrupted walk round the island.

As the steamer approaches from Jersey the view is very fine. The walled city is on the left—bare ramparts, with sandy beaches below. Beyond St. Malo, and on the same side, is seen **St. Servan,** with its church tower. In the centre is the mouth of the *Rance,* and on the right the headland on which stands the town of **Dinard,** with its two sandy bays.

The steamers from Jersey (except the day excursion boats) enter the harbour and land passengers at the quay under the ramparts. The day excursion boats anchor in the harbour (*see* pp. 138–9). The Place Chateaubriand, near at hand, and the hotels on the sea-front are best reached by walking to the right along the quay to the Porte St. Vincent, the next gate after the Grande Porte. It is by the Porte St. Vincent that those who arrive by rail enter the town. Having passed through the gate the Place is then to the right.

In summer, when bands perform, the **Place Chateaubriand** usually presents a gay appearance.

Here is the famous—

Chateau,

(a fort) erected 400 years ago. According to the story, its construction was desired by the Duchess Anne of Brittany,

but the Bishop of St. Malo, claiming supreme authority, forbade the work. Thereupon the duchess begged permission to build a four-wheeled carriage. Such a simple request could not be refused. But to the surprise of all who saw the work, there arose first one tower and then another. The bishop protested and threatened, but the duchess persisted, and when the structure was completed, the ground plan of the four towers and the prolonged outwork was seen to bear a close resemblance to the four wheels and pole of a carriage. To show that she was and always would be sovereign of St. Malo, the duchess caused to be inserted in the masonry of the tower of St. Thomas a slab of granite with the following inscription (now nearly effaced), "Quiqu'en grogne—ainsi sera—c'est mon plaisir" ("Whosoever may grumble at it —so shall it be—it is my pleasure").

Porte St. Thomas, the gateway against the tower, gives access to the **Beach,** which is unequalled for sea bathing. The fine golden sand is said to have been sifted from the hour-glass of fairies. The fan-shaped granite pavement, *la patte d'oie,* near the tower of St. Thomas or "la Tour Quiquen-Grogne," is for the use of bathers driven from the sands by the inflowing sea. The tides at St. Malo are the highest in the Channel. Above low-water mark the sea attains a depth of from 45 to 50 feet.

Near the gate is a stairway connected with the summit of—

The Ramparts.

The portion facing the open sea dates from the twelfth and thirteenth centuries. The other parts were built in the eighteenth century, but look much older.

Let us ascend and make the circuit of the town. From the top of the wall we look across the sea. To the right, towards the north-east, is *Cape de la Varde,* crowned by a fort. The rock opposite the point and surmounted by a small tower is *Rochefort.* In the foreground is *Fort National.* Beyond this is the *Conchee.* Between the two islands is a small black and red tower called **la Plate,** and here anchored the English squadron which came to besiege St. Malo in 1693. Turning inland we see the **Hôtel de France,** a building in which restorers have retained the room in which Chateaubriand, the great poet and writer, was born, 1768. By going westward, we arrive at the Queen's Battery, where the wall changes its direction. In place of guns there are now

stone seats. Westward of us are the islands called respectively *Grand Bey* and *Petit Bey*. Upon the former, facing the open sea, is the **Tomb of Chateaubriand,** surmounted by a plain cross enclosed with iron railings. This simple tomb is more visited than any other in France. At low water the island can be reached by a narrow causeway, as can also the Petit Bey, at which the ferry boats between St. Malo and Dinan then embark and land their passengers.

Continuing the walk, we soon have on the left the Barracks, formerly the Convent de la Victoire, of which Chateaubriand speaks in his *Mémoires d'outre-tombe*. Adjoining the barracks is a prison, and not far beyond that is the **Bidouane Tower,** at a projecting angle. With this on our right, we have on the left, just over the wall, a tower bearing the date 1664.

Towards the end of the next section of the rampart, the level changes, and just beyond the necessary steps a door will be seen on the left. Go back a few paces and then look over the wall. From the door narrow steps lead down to a small enclosure in which will be seen an archway in the lower part of the rampart. Here were lodged the fierce watchdogs which helped to guard the town at night. The dogs were suppressed in 1770 on account of the many accidents and misadventures of which they were the cause.

The open space on the right at which we arrive is called **The Hollande.** It was originally a bastion built in 1674 to provide against an attack by the Dutch. In the square is a **statue of Jacques Cartier,** the discoverer of Canada. Before starting on his voyage he attended St. Malo's Cathedral to receive the Benediction.

At the southern extremity of the Hollande, we face the mouth of the Rance, and are at the nearest point to Dinard. Several steps lead to another level. At the angle at which we soon arrive is the bastion St. Philippe. From it proceeds the **Lighthouse Jetty,** called also the Môle des Noires. Opposite it is St. Servan, a prominent portion being the City Fort (p. 150). Now we turn to the left and walk along the southern rampart. The mansions facing it were the palatial homes of St. Malo's merchant princes. They were built in the eighteenth century. A wonderful sight are their massive chimneys. Nearly midway we pass over the **Dinan Gate,** opposite which, when the tide serves, is the stage used by the ferry boats. The statue on the quay is that of *Robert Surcouf*, the "King of the Corsairs," a native of St. Malo.

At the junction of the southern and eastern walls is the bastion of St. Louis. Southward of the corner is a paved causeway in the bed of the channel by which, at low water, one can pass on foot between St. Malo and St. Servan. For-

merly the passage could be made here at any state of the tide by means of an elevated structure called the Rolling Bridge and "the Spider." It ran on wheels, was worked by an endless chain, and was one of the curiosities of St. Malo.

Going northward along the east side of the town we soon pass over the **St. Louis Gate,** opposite which is a fine old granite mansion, now the Hotel d'Asfeld. Proceeding a little farther we are opposite that part of the quay alongside which lie the steamers of the L. & S.W.R. Co. In the distance are the Railway Station, a road to St. Servan and the dock of that town. The next point of interest on our route is the **Grande Porte,** flanked by two massive towers. Running from it is the **Grande Rue,** a favourite subject with artists. The belfry beyond is a part of the cathedral. On the town side of the gate is a *statue of the Virgin Mary,* the guardian of the city, and in a neighbouring nook is a *statue of St. Christopher,* the patron of the street porters. On the quay, a little ahead, is the **Custom House,** and between that and the gate is the point of embarkation for Havre, Granville, St. Brieuc, the Rance, Dinan and Mont St. Michel.

Proceeding, we reach **Porte St. Vincent,** at which we must descend, after casting our eyes upon the **Casino,** situated to the right of the castle, upon the St. Malo dock, and the towers of the *Church of Notre-Dame-Auxiliatrice* which rise behind it. Just to the right of the gate is the **Tramway Station,** whence lines run to St. Servan, Paramé and Cancale.

From Porte St. Vincent we will walk—

Through the Town.

At the upper end of *Place Chateaubriand,* which extends towards the right, is the *Hôtel de France,* containing the room, as already mentioned, in which **Chateaubriand** was born. His portrait is there and the arms of his family with the motto, "My blood stains the banners of France."

Facing Porte St. Vincent is **Rue St. Vincent.** About the middle, on the right, at its junction with Rue Ste Barbe, a marble tablet on a huge granite-built shop commemorates the fact that there stood the house in which was born, in 1782, *Félicité-Robert de Lamenais,* the author of *Paroles d'un Croyant.* At the farther end, by looking towards the left, one sees the **Fishmarket,** while at the right-hand corner of Rue St. Vincent is a statue of *La Vierge de la Croix de Fief.* The street which goes to the right, Rue Jean de Châtillon, bears the name of the Bishop of Aleth, who in the twelfth

century transferred the Episcopal seat to St. Malo, but it is more celebrated as the *Birthplace of Duguay Trouin*, the victor of Rio de Janeiro, who was born in 1673 in the house bearing the sign "A Louis XIV." At the far end of the street there is, a few yards to the left, a court—**the Cour la Houssaye.** Here, joined to a tower, is a fifteenth-century house, the residence of that imperious Duchess Anne who built the castle.

At the top of the steps turn right and immediately on the left is a house dated 1652, with a beautifully-carved door. With back turned to the steps and going straight ahead for a few yards, one reaches No. 14, on the right side of Rue de la Victoire. It is one of the finest of the ancient dwellings remaining. Return to the steps, descend them and at the foot turn right into **Rue du Pelicot,** the site of curious houses, especially Nos. 9 and 15.

We return along Rue Jean de Châtillon, and continuing its line enter **Rue Porcon de la Barbinais.**[1] A few steps along it and we have on our right an archway, the last remnant of the abodes of the Chapter of the Cathedral. We pass through it, mount the very steep Rue Louis Duveau, and enter the second street on the right, Rue Danycan, which soon brings us to the little *Chapel of St. Aaron,* which is said to occupy the spot where the pious hermit Saint Aaron constructed the first Christian oratory upon the island on which St. Malo has been built.

We return to—

The Cathedral,

which, with the exception of the tower dating from 1860, is registered as an historic monument.

When Napoleon III visited *Dinan* he noticed that the Church of St. Malo there sadly needed a spire, and accordingly provided funds for the erection of a spire to "the church of St. Malo." By a misconception of the Emperor's meaning, the Cathedral of St. Vincent in the town of St. Malo received the coveted addition.

The cathedral was built by Bishop Jean de Châtillon in

[1] Porcon de la Barbinais lived in the seventeenth century. When in command of a frigate he was made prisoner by the ruler of Algiers, together with 600 of his fellow-countrymen. Having been sent to Paris by his captor to submit conditions of peace which Louis XIV refused to accept, the unfortunate ambassador visited St. Malo to put his affairs in order and then returned to Algiers, where he was beheaded.

1152, but it has undergone so many alterations that little of the original structure remains. Part of the nave is of the twelfth century. The right aisle belongs to the fifteenth and the left to the beginning of the seventeenth. In striking contrast to the heavy nave is the light and elegant choir, built in 1310—worthy of special notice are the three cusped arches, the delicate columns, the open-work ornaments and the rose windows. Previous to the Revolution the statues of Faith, St. Maur and St. Benoit, decorating the high altar, were in the neighbouring Benedictine monastery. They were wrought in 1743 by a celebrated Genoese sculptor, Schiffino Francesco. Under the altar is a recumbent figure of Jean de Châtillon. The central chapel behind the choir contains the relics of St. Célestin enclosed in a waxen statue. The marble tomb to the right is that of M. Huchet, priest of St. Malo in the middle of last century By his life and works he became known as the Grand Curé. The chapels in the transept, dedicated to the Virgin and to St. Joseph, are of the Renaissance period, but have undergone modern restoration. The large Chapel of the Sacred Heart, behind the pulpit, formerly served as the parish church. It dates from the eighteenth century, as do also the baptismal fonts.

The pictures in the cathedral include "The Descent from the Cross," by *Santerre*; "St. Malo welcomed by St. Aaron" and "St. Malo preaching to the inhabitants," by *Louis Duveau*, a native artist; "Christ falling under the Cross," by *Doutreleau*, and, in the Lady Chapel, "The Battle of Lépaute," by an unknown artist.

Opposite the west front of the cathedral is the **Post Office,** and across the square towards the right is—

The Hôtel de Ville,

built in 1840. The Municipal Offices are on the ground floor. On the first floor the principal apartments are a large Assembly Room—the **Salle des Fêtes**—and the Hall of Great Men—Salle des Grands Hommes. On the walls of the former are pictures, including several illustrating local history. One of these portrays the funeral of Chateaubriand in 1848. All the figures in it are portraits. In the **Salle des Grands Hommes** the meetings of the Town Council are held, but it owes its name to its fine collection of portraits. On the second floor is a **Museum,** the contents of which include good collections of birds, shells and foreign arms; a very interesting exhibit (in the entrance hall) consists of the remains of the ship, the *Petite Hermine*, in which Jacques Cartier made

his voyage to Canada in 1535. This relic was a gift from the Dominion. On the second floor also is the **Library,** containing precious manuscripts, a collection of ancient medals and about 20,000 volumes, many of which are of great local interest. (*Open* 2 to 6 *from April* 1 *to September* 30, *and* 2 to 4 *and* 7 *to* 9 *from October* 1 *to March* 31.)

By leaving the square from its west side, crossing the road and bearing a little to the right, one enters **Place Duguay-Trouin,** formerly the bishop's garden. In it is a statue of the great fighting sailor whose name it bears. "His campaigns were forty years of victories," but he became especially renowned by his capture of Rio de Janeiro.

The street on the far side of the square is Rue du Boyer. To the right is Porte des Beys, with access to the shore and to the western rampart; but by going to the left there will soon be seen on the right the narrow Rue Gouin, opposite which is No. 28, the **Château des Bigorneaux**—Periwinkle Castle—so named from the legend that during the midnight mass of Christmas its ancient façade is covered with periwinkles, beautifully arranged, but the marvellous adornment is only visible to those guiltless of mortal sin.

Rue du Boyer ends at Place Broussais, from which there goes to the right **Rue Broussais.** A short distance up it, at No. 14, is a fine mansion of the eighteenth century with the door elaborately carved. Farther along the street the **Vegetable Market** is on the left. The first street on the left beyond the market, Rue de l'Epine, contains the house in which *André Désilles,* "the hero of Nancy," was born in 1767. Above the windows of the first floor is a stone tablet. The interior contains beautifully carved oak chimney-pieces and wainscoting.

> At the time of the insurrection at Nancy in 1790, when two regiments were about to fire on one another, Désilles, an officer in a royal regiment, threw himself on the mouth of a cannon and used his best efforts to prevent bloodshed. He was unsuccessful and lost his life.

Retracing our steps and then turning to the left, we are in Rue de Dinan, which leads to Porte de Dinan and the ferry boat stage. Very soon on the right is **Place Brevet,** from which proceeds Rue St. Sauveur, the site of **St. Saviour's Church,** reconstructed in 1738. It is the chapel of the Hôtel Dieu, with which it communicates by an interior door.

The 11.15 mass is always attended by a fashionable crowd.

Having returned to Place Brevet one is then opposite the narrow Rue Ste Catherine, leading to Rue Robert Surcout. By following the latter to the right and then taking the first turning on the left, one will be in **Rue St. François,** in which, on the first floor of No. 5, is the ancient **Hall of the East India Company,** containing beautifully carved woodwork. The door of the building bears the date 1675 and is one of the finest in St. Malo. Rue St. François leads to Rue de la Fosse, which, followed to the right, brings one to the vegetable market. From that Rue de la Vieille Boucherie leads to Rue Porcon de la Barbinais, from which the Grande Rue goes off on the right to the Grande Porte (p. 145).

Excursions from St. Malo.

The principal are to **St. Servan, Paramé** (p. 151), **Rothéneuf** (p. 152), **Cancale** (p. 152), **The Chausey Isles** (p. 177), **Dinard, Dinan,** by the Rance (p. 159) and **Mont St. Michel** (p. 165).

ST. SERVAN.

Approaches.—(*a*) At low tide by a causeway opposite the junction of the eastern and southern ramparts. (*b*) By walking round the docks, thence along the quays. (*c*) By steam tram from Porte St. Vincent.
Bathing, Boating and Fishing.—At the Fours-á-Chaux beach.
Hotels.—*See* Introduction.
Motor-boats to Dinard.—Every few minutes from the quay below the Solidor Tour. There is also a steam ferry.
Population, about 13,000.

This town is divided from St. Malo by the arm of the sea containing the causeway mentioned above, and by several large harbour basins and quays. It has its English colony, and many tourists prefer to stay here rather than in St. Malo, as St. Servan has not the closeness of a walled city.

A good guide for the pedestrian is the dome-capped tower of the church. Those who approach Servan by tram from St. Malo should alight at the **Town Hall,** a fine modern building facing Place Bouvet, at the far corner of which is Rue Duperre, leading to the **Church** (or Cathedral, as it is sometimes called). It was erected in 1742 and enlarged a hundred years later. It is in the Italian style of architecture. The plain exterior gives little hint of the beautiful interior, which is lofty, handsomely proportioned, and tastefully decorated. The windows (painted by Lobin, of Tours) are fine. Supporting with his back the beautifully-carved stone

pulpit, the gift of Napoleon III, is the kneeling figure of Satan, bound with chains, his hands covering his face. The gem of the interior will be found behind the Grand Altar : a piece of statuary of great beauty, cleverly placed in a darkened recess, an unseen light from above illumining the face. The frescoes above the arcades are the work of *Louis Duveau*, a native of St. Malo.

With the west front of the church on your left descend to the quay. Follow it to the right to the **Tour Solidor,** an old fort dating from the fourteenth century. It consists of three towers about 40 feet high, and is *open to visitors from* 12 *to* 6 (in summer). A spiral staircase leads to the summit, from which there is a good view of a large portion of the Rance.

Against the tower is the stage for **Ferry Boats** passing between St. Servan and Dinard. The adjacent view-point should be ascended. On the high rock **Bizeux,** in the sea to the left, is a gigantic statue of the Virgin Mary—*Notre-Dame de Toute Puissance*—with extended arms. From the Solidor, Rue d'Aleth on the left leads to the modern **Chapel of St. Pierre,** on the site of the ancient cathedral. Just short of the church is Ruelle du Puits, which leads to the **Cité,** overlooking the entrance to the *Rance*, and offering one of the most charming views on the coast. In olden days there stood here the Gallic-Roman city called Aleth. By going round the slopes, remains of the ramparts will be seen, but the buildings they enclosed have disappeared, and the site is now a fortress.

Having returned to the square, leave it by Rue de la Cité opposite the church. At the bottom turn to the right and then take the first street on the left, Les Hauts Sablons. It leads to Les Bas Sablons, at the end of which bear to the right and then immediately to the left into Rue Dauphine to see the remarkable façade of the **Café des Voyageurs.** Then return to the end of the street and ascend to an arch, where turn to the right and in one minute you will be at the **Hôtel de Ville.** From it go up the street to Place Carnot. Cross the Place to right-hand corner. Thence follow in turn Rue le Fer, Rue de la Fosse and Rue des Fours à Chaux and you will arrive at St. Servan's secluded bathing-place. The **Fours à Chaux** beach is of fine smooth sand, is backed by trees, and has a lovely view seawards. There are bathing-machines, boats can be hired, and fishing can be enjoyed.

At low tide one can go by the shore to the lovely little **Grève du Rosais.** In the cliffs on the south side of the beach is a circular cave called *La Grotte aux Loups.* Sloping down to the beach is the *Cemetery of the Rosais,* which has inspired many pens. In the corner of the south wall is the tomb of Armand de Chateaubriand.

At the village of **St. Jouan des Guerets,** three miles from St. Servan, is a *Shrine of Our Lady,* to which a pilgrimage is made each year on the return of the cod-fishermen.

The **Château de la Briantais,** 2½ miles from St. Malo, one of the prettiest spots in the district, is open to the public on Mondays.

PARAMÉ.

Approach from St. Malo by steam tram, starting outside Porte St. Vincent (alight at the Octroi), or walk along the Sillon, on which the trams run.
Hotels.—*See* Introduction.
Population about 6,000.

Paramé is a fashionable, modern watering-place on the east of St. Malo and practically united with it. The population is greatly increased during the season by French, English and American visitors. The place is noted for its grand sandy beaches, good hotels, Casino, etc. It is a smart, happy little town, and even the small shops are electrically lit. Visitors can join most of the clubs for a small subscription.

Visitors from St. Malo having walked along the Sillon, which goes straight ahead from Porte St. Vincent, or having taken the tram to the Octroi, can then from near the Agence Brouard go down to the digue of Paramé—the **Promenade des Anglais,** extending for nearly 2½ miles. It is bordered by charming villas, in the midst of which are the Grand Hotel and Casino and a bathing establishment. At the far end of the digue is **Rochebonne Beach,** with facilities for bathing. By going up the Boulevard Rochebonne one arrives at cross-ways, the *Carrefour de Rochebonne,* two minutes from the digue. Here are the Rothéneuf and St. Ideuc roads and the Boulevard Chateaubriand, which runs towards St. Malo, almost parallel to the digue. Continuing along the Boulevard Rochebonne, which is traversed by the tramway, there will presently be seen Rue Ange Fontan, which leads to the **Parish Church,** built in 1883. Under the altar a bas-relief shows Bretons and Bretonnes in national costumes, and near the door to the right of the choir is an ancient marble statue of St. Malo.

Standing near the church is a house called *La Gardelle,* remarkable for the statues with which it is ornamented.

By still following the boulevard, or regaining it by the

street on the left, on leaving the church one can reach the **Town Hall,** formerly the old church. A shady walk on its left side leads to the hamlet of **Saint-Ideuc,** scarcely a kilomètre distant. It is named after its founder, who came from Wales in the sixth century. There is a statue of him, as well as one of St. Samson, in the little church, which dates from 1721, and contains some fine woodwork, a curious reliquary and a good copy of Santerre's Descent from the Cross.

To the right, on leaving the church, is the road to the village of **St. Vincent.** *A Swiss chalet* soon passed was occupied during many summers by the poet Leconte de Lisle. Beyond this, in a thicket of elms and oaks, is the little *Oratory of Notre Dame de Grâces,* the last refuge of the proscribed clergy during the Revolution. Still farther, in the village of **Limoëlou,** is a farm-house which a tablet points out was the residence of the family of Jacques Cartier, the discoverer of Canada. At the corner of the road is a crucifix where it is said the illustrious navigator was wont to pray each evening.

Rothéneuf.

Less than four miles from St. Malo is **Rothéneuf,** a seaside hamlet, which attracts visitors by the fantastic figures on rocks, roots and tree trunks, the work of a retired priest, the hermit Fouré. Some of the sculptured rocks are on the face of the cliffs, and a very great number of other carvings are preserved at the house in which Fouré lived and died.

The tram can be taken from Porte St. Vincent, St. Malo, to the **Carrefour de Rochebonne** (p. 151), which is nearly exactly midway between St. Malo and Rothéneuf. Thence follow the road indicated by the sign-post to a point where telegraph-posts go to the left, some 300 yards beyond a roadside stone bearing the word "Rothéneuf." The high-road that has been followed will lead to the hamlet, which can also be reached thus :

Go to the left with the telegraph posts to the **Plage du Val** (which can also be reached by walking along the coast from Rochebonne), and when the bay is reached, go to the right so as to pass in front of the Royal Hotel. Thence follow the track round the bay and over the point to a pavilion, where refreshments and souvenirs are on sale, and there is an entrance to the **sculptured cliffs.** At the pavilion get directions for proceeding along the cliff or otherwise to the Musée de l'Ermite.

Cancale.

The picturesque fishing village of Cancale, fourteen kilomètres (nearly 9 miles) eastward of St. Malo, is the subject of many fine paintings. It has a population of some 6,500, and can be reached by tram in one hour from Porte St. Vincent.

In the church are models of ships suspended as votive offerings. Behind the church is the **Pointe du Hoc,** overlooking Cancale Bay, in which may be seen hundreds of fishing boats called "bisquines." The view includes Mont St. Michel, part of the coast of Normandy, and many Breton villages. Over a steep hill which lies between it and the church is **Cancale la Houle,** the port of Cancale, renowned for its oysters and for its pretty fisherwomen, so delightfully represented by the brush of Feyen Perrin. The oyster beds cover some 400 acres. To them are brought to be reared year-old oysters from the immense breeding beds of Arachon. The Cancale beds can be visited after putting on the necessary wooden shoes that are provided.

DINARD.

Approaches.—From St. Malo by motor-boats every 15 minutes in summer, every half-hour in winter, fare 1 franc. (At high tide near Porte Dinan; at low water from the Bey (p. 142).) From St. Servan by steamer or motor-boat. From Dinan by rail or (in summer) by boat. The railway station is on the south side of the town.
Bathing.—Excellent.
Boating.—Sailing, rowing and motor-boats can be hired.
Casinos (High Life and Grand).—Theatrical performances, concerts, balls, etc.
Cycling.—Cyclists will find good roads outside Dinard, which has some steep streets. It is a good run through pretty scenery to Dinan and back (about 26 miles).
English Church.—St. Bartholomew, Avenue des Cèdres.
Excursions.—By motor-car to Mont St. Michel, etc., and by motor-boats up the Rance. *See* current advertisements, or apply at the ticket office at the landing-place of the white ferry boats, against the Hôtel de la Vallée.
Golf.—Noted links at St. Briac (18 holes), reached by tram, four miles.
Hotels.—*See* Introduction.
Population about 5,000.
Trams.—To St. Enogat, St. Lunaire and St. Briac.

Dinard, "the Nice of the North," with noble avenues, palatial hotels and elegant villas, fine sandy beaches and rugged cliffs, and many mimosa and camelia trees, is one of the most beautiful and attractive of French watering-places. It is a modern town, dating only from 1870, and owes much of its prosperity to British visitors. Its mild climate makes it a winter resort, although some of the largest hotels and shops close at the end of the summer season.

The white ferry boats land their passengers at the **Bec de la Vallée.** The green boats land theirs a short distance farther south (to the left), at the foot of a lift, from the vicinity of which Rue des Bains quickly leads to the Boulevard President Wilson, in front of the High Life Casino and the adjacent *Hotel des Terrasses.*

At the Bec de la Vallée there is a continual coming and going of motor-cars, carriages and bicycles, as well as of pedestrians. By passing under the bridge (la Passerelle d'Emeraude) spanning the gorge and turning to the left one enters upon the **Promenade des Alliés,** which skirts the principal beach, and is in part backed by rugged cliffs. Facing the promenade are the **High Life Casino,** the *Hotel des Terrasses,* then the less elevated, oval **Grand Casino,** with the fine *Hotel Royal* by its side.

To see the beach at its best one must visit it at bathing time, when it is thickly dotted with machines and with bathers in beautiful costumes, and the Casino band is playing.

The beach forms a deep curve. Looking seaward, the lofty arm on the right terminates at the **Pointe du Moulinet,** named after the old mill that once stood there. It can be reached from the pier or by way of Rue Coppinger, which goes thither from the junction of Rue des Bains and Boulevard President Wilson, mentioned above. The panorama extends from La Varde to Cape Fréhel. The arm on the west (the left) ends at **Pointe du Grouin** or the Malouine. A short distance westward of the point is **Anse des Etêtés,** a small inlet with a bathing beach, mostly rocky. About as far westward of it as the distance to the High Life Casino is the **Plage de St. Enogat** (p. 155).

The oldest street in the town is the **Grande Rue,** which skirts the Rance, and is traversed for a great part of its length by a tramway starting from near the Rue des Bains and turning inland along the Rue de la Gare, on its way to St. Enogat, St. Lunaire and St. Briac. Shortly before the tramway leaves the Grande Rue it passes between two notable houses. On the left is *Sunnyside,* remarkable for its many painted wooden statues, and standing back on the right, a few yards short of Sunnyside, is the **Maison du Prince Noir,** bearing a tablet. The tradition is that the old house was inhabited by the Black Prince of English history, but archæologists point to contradictory features. However, its ancient tower, its cornices, the modillions of the chimney-pieces, its arches and carvings make it interesting.

By bearing to the left where the tram goes to the right, and so continuing along the coast, one soon reaches *Place Poulain du Reposoir,* where a granite statue of Christ faces the sea and has before it a fine view of the Bay of St. Malo.

On the right is the **Parish Church** of Dinard, erected in 1858. Against the side altars are wooden statues which were in the old church.

From the Place there extends the **Plage du Prieuré.** Short of its central point are the scanty ruins of a convent of the Trinitarians, destroyed during the Revolution. It was founded in 1342 in fulfilment of a vow by Oliver and Geoffrey de Montfort and Châtillon, who, having joined the Crusaders, were taken prisoners by the Turks and ransomed by the Trinitarian brethren. In it poor pilgrims were entertained gratuitously, as they had been in the Bêcket Hospital, on the ruins of which the crusaders had erected their building. The tombs of the founders, with full length figures upon them, are in the demolished chapel.

Farther along the coast is the district called the **Vicomté,** to which excursions are made. Two prominent pines, known as *Adam and Eve*, are near Port Siboullière, which inspired the author of the famous picture, *La Plage rêvée.* At the *Pointe de la Vicomté*, the Rance bathes the Fishermen's Bay—Anse de la Pêcherie—and across the Rance are many familiar features.

The Place Poulain du Reposoir is connected with the centre of Dinard's great beach by the wide and straight **Boulevard Féart.** Parallel to the Boulevard Féart, and between it and the coast, is the shorter but more fashionable **Rue du Casino,** the site of some of the best shops and tea-rooms, and especially lively about 5 o'clock.

Excursions from Dinard.

Particulars of these are advertised, or information concerning them can be obtained at the ticket office at the Bec de la Vallée. St. Malo and St. Servan can be visited at any time by means of the vedettes. The grand excursion up the Rance to Dinan is described on pp. 157–9. Within easy walking distance are St. Enogat, St. Lunaire and St. Briac, and each can be reached by tram.

St. Enogat adjoins Dinard on the west. A pleasant way to it is by the Boulevard Albert Ier, continued by Rue de la Malouine, as far as the Boulevard Albert La Croix. This goes off on the left to the Victoria Hotel, just beyond which a rather narrow thoroughfare runs to the beach of St. Enogat. St. Enogat is cheaper than the more fashionable resort, and has a beach which affords fairly good bathing.

At the eastern end of the beach are the **Villas de la Mer,** a colony of Swiss chalets, country cottages, Italian villas, small streets, terraces and steps. This quaint village was founded by M. Lacroix, Victor Hugo's publisher, and is a favourite resort of artists and writers. Its sandy beach is productive

of sand-eels and shrimps, and in the adjacent rocks is a long cavern, known as the *Grotte aux Fées*, from the tradition that it was formerly inhabited by fairies.

St. Lunaire is a seaside village a little to the west of St. Enogat, and about three miles from Dinard. Its bay has a gently sloping beach, and is protected on each side by lofty cliffs. On the west side is a long headland called **Pointe Décollé,** which forms a natural pier. The tide recedes about 400 yards, and at low water exposes the rocks which lie off the headland. They separate the beach of St. Enogat from that of Longchamps, and contain the *Mermaid's Grotto*. The rocky plateau of Décollé commands a charming view, as also does the rocky headland of **Garde Guerin,** 130 feet high, situated beyond the beach of Longchamps.

The old parish church is worth a visit.

At the end of the apse are two sarcophagi. In one are the ashes of the ancient lords of the district. In the other are the relics of St. Lunaire, the founder of the village. On the stone slab is his effigy in episcopal robes. The croisier is sunk in the mouth of a monster symbolizing Satan. Upon the saint's heart stands a dove, holding in its beak a model of the altar that the holy man brought from Cambrai, and on which he celebrated Mass during the voyage.

Steam tram *viâ* St. Enogat to Dinard railway station and Dinard's Grande Rue.

St. Briac, less than two miles from St. Lunaire and between four and five from Dinard, is much visited for its famous golf links (the best in Brittany). They extend along the coast between St. Briac and St. Lunaire.

St. Briac is situated at the mouth of the Fremur. At high water the river views are charming. The old village has no beach, but the new village, stretching towards Port Hue, has a good beach of fine sand on which bathing can be enjoyed at any state of the tide.

The church dates from the eighteenth century. An inscription over one of the windows tells that the building was erected by the generosity of the fishermen who gave a basket of mackerel out of each day's catch. The old church, of which the steeple still remains, was built in the same way, and the fact was commemorated by fishes carved in stone, which were removed to the new building.

To **Dinan,** either (*a*) by steamer or motor-boat up the Rance (a very fine trip, with picturesque scenery during latter part of journey); (*b*) by train—an uninteresting journey except for a brief moment after passing the station of St. Samson ("Saw Saw Sawn," as the porters pronounce it), when the train crosses by a viaduct a beautiful dell, the view

of which from the train is well worth watching for ; (*c*) by steamer or motor-boat and train combined. Inquire at the quay as to time of departure of vessels both from St. Malo and from Dinan. Then look up trains and see the best way to fit in the two journeys.

Up the Rance to Dinan.

The trip up the river takes about 2½ hours. The boats run only during the summer months. The hour of departure depends upon the tide. The boats start from the Quay St. Louis at St. Malo and call at Dinard.

At the outset, the familiar objects include the Cité of Servan, the Tour du Solidor and the Bizeux rock surmounted by the statue of Notre-Dame de Toute Puissance, and having beyond it the beautiful grounds of La Briantais. Just south of Dinard is the pretty coast of the Vicomté, and farther south is the village of **La Richardais,** where fishing boats are built. On the neighbouring hill is the **Château of Mont Marin,** overlooking Point Cancaval, the headland which here contracts the channel. Then on the east (the right bank of the river) is Grouin Point, projecting from the district of **Quelmer,** the land of fine plums. Opposite is charming Juvente Bay, much used for picnics, and in mid-stream is **Chevrel Isle.** Beyond the next promontory on the east is the **Ile aux Moines,** or Ile Notre Dame, on which for centuries there stood a priory. In misty weather the monks used to light a beacon fire or ring a bell, and in gratitude the boatmen supplied them with logs and faggots. The monastery was destroyed at the Revolution. Above the island the river is contracted by two promontories. That on the east bank is the **Bec du Puits,** that on the west the **Pointe du Thon.** Beyond these the boat passes **Point Trigolay** and enters Lake Suliac, one of the expansions which characterize the estuary of the Rance. It takes its name from the village of **St. Suliac** on the eastern shore. The holy man after whom the village is named came to the spot from Wales and founded a monastery which was soon surrounded by fishermen's huts. The church dates from the thirteenth century and is classed as an "historic monument." The porch contains a statue of St. Suliac, stained-glass displays scenes from his life, and before the altar is his sepulchral stone. In the village are houses of the sixteenth century with massive doors and Renaissance windows. The hill rising south of the village is **Mont Garrot,** a fine view-point.

But before reaching St. Suliac, the boat passes the hamlet of **Munihic,** on the western bank. South of it is Langrolay, the country of cherries. If the legend may be believed, it

contained thieving donkeys in the days of the good Suliac. They swam across the Rance to rob the garden of the saint, who punished them by turning their heads towards their tails.

As the boat draws near the head of the lake, **La Ville es Nonais** will be seen on the eastern shore. Opposite it is the **Chapelle de la Souaitie,** to which pilgrims repair. Having passed these, the boat enters a strait, the shores of which approach one another so closely that from a distance they appear to meet. At the southern end are Port St. Jean, on the east, and Port St. Hubert, on the west, some eight miles from Dinan, so that half the journey is completed. **Lake Mordreux** is the name of that part of the river at which we have now arrived. Mordreux signifies the Mer des Druides. The name is also given to a village at the head of the lake. On the western shore are the wooded hills of **Plouër**; on the east are the plains of **Pleudihen,** covered with orchards. About midway along this shore is a long narrow inlet, having at its mouth the little village of **Bas Champs,** in which Hippolyte de la Morvonnais, the author of the *Thebaïde des Grèves,* spent his last days.

South of Mordreux, on the east, and **Chêne Vert** with its ivy-covered towers, on the west, the river remains comparatively narrow. Soon on the east is the hamlet of La Chapelle, and nearly opposite is the village of La Matz. The second point south of this is Pointe Châtelier. On the opposite shore is the mill du Prât, followed by the harbour of **Morgrève,** dominated by the village of La Vicomté. The panorama includes the mills of **Rochefert.** The boat passes under the railway viaduct of Lessard, a single span of 290 feet carrying a section of the line between Dinan and Dol. Then comes the lock of Livet or of Châtelier, according as it is named after the hamlet on the west or the village on the east. South of it the banks are higher than in the lower reaches, and are precipitous and prettily wooded.

Passing the village of the Petit Châtelier on the east, the boat enters the third lake of the Rance, **Lake Taden,** very narrow indeed compared with the others. Some distance ahead on the western shore are the church and village of Taden, opposite the mills of Chante Oiseau. South of these is the **Muraille de l'Œuvre,** a submerged Roman road. In the neighbourhood is a succession of fine rocks. The panorama of the basin closes with a charming view of Dinan and its viaduct. In the final part of its course the boat goes up an avenue of poplars and passes the **Château of Grillemont,** on the eastern shore.

Hotel omnibuses come down to the quay at Dinan.

Passengers who prefer to walk should first go to the left,

towards the viaduct, and then take the first street on the right, in a line with a low level bridge. The street is Rue du Petit Port. The remainder of the route into the heart of the town is described on p. 161.

Dinan.

Approaches.—(*a*) By train from St. Malo, Paramé, St. Servan or Dol. (*b*) By train from Dinard. (*c*) By steamer up the Rance as described above.
Boating.—Boats can be hired at the quay.
Distances by road.—Rennes, 32½ miles; St. Malo, 18¾; Dinard, 13; Dol, 15½.
English Church.—Rue Broussais.
Hotels.—*See* Introduction.
Omnibuses.—Hotel 'buses and porters meet the trains.
Post and Telegraph Office.—In Rue Thiers.
Population about 11,000.

Dinan is a splendid example of a walled city nearly a thousand years old. Here are quaint streets, with quainter houses, the upper storeys of which all but meet, and picturesque old-world glimpses at every turn. Set on a high hill, precipitously overlooking the sluggish river Rance, the city walls afford noble views in all directions.

Visitors whose time is limited may see the principal sights by following the route outlined below. Those who arrive by boat should turn first to p. 161.

From the railway station take **Rue Kitchener,** almost at right angles to the railway. At the farther end turn sharp to the left into **Rue des Rouairies.** (At the entrance a tablet inscribed Rue de Brest is on a house-wall on the right-hand side. This refers to the thoroughfare going to the right.)

Rue des Rouairies leads to the **Place Duclos.** Go obliquely across it to the right to the avenue, the **Petits Fossés.** Soon on the right is seen the bust of *Duclos,* on a lofty column, and against it is a path leading to the **Baths.** The promenade is bordered by remnants of the granite town walls, 30 feet high, with round towers and turreted gateways. Near the extremity is a tower with guarded windows. This is—

The Château,

erected 1380–1387 by Duke John of Brittany while at war with England. It became the favourite residence of the Duchess Anne, after whom it is often called. The interior comprises twenty-one apartments. On the ground floor are several dark rooms which were used as dungeons. On the first floor are the kitchens and the dining hall; on the second the duke's hall, 23 feet high and having a fireplace 13 feet

wide, the guards' hall, and the chapel in which is the stone seat used by the duchess when she gave herself up to pious meditations; on the third floor is the hall of the high constable; on the uppermost are the armoury and the hall of the watch. The tower is ascended by a fine spiral staircase. From the summit there are magnificent views in all directions. The moats, drawbridge, towers and ramparts all offer interesting study. In 1778 two thousand English prisoners were confined in the Château. In consequence of unsanitary conditions plague broke out and spread disaster in the town.

Since 1908 the castle has been used as a **Museum.** (*Open, except Mondays, summer* 8.30 *to* 11.30 *and* 1.30 *to* 5.30; *winter* 9 *to* 11.30 *and* 2 *to* 4.30. *Ticket,* 1 *franc, at shop opposite the entrance.*)

To arrive at the entrance from the promenade continue beyond the avenue to **Porte St. Louis,** one of the old gates of the town, pass through it and turn to the left into Rue du Château. Notice the ironwork of the balcony at the right-hand corner of the street.

From the Château return to Porte St. Louis and then follow *Rue Léhon,* facing it. Not far up the street there stands on the right the **College** in which Chateaubriand and Broussais were educated, a fact commemorated by an inscription over the street entrance. Rue Léhon is continued by the Rue de la Tour, the site of the belfry called the **Tour de l'Horloge,** constructed in the fifteenth century, and containing the bell given by the Duchess Anne in 1507. The tower has the appearance of a portion of a church. It can be ascended. Open the door facing the street and apply at the lodge on the right. Fee optional.

Against the tower is one of Dinan's ancient houses. It has a projecting story supported by pillars. In **Rue de l'Apport,** to the left, there are other overhanging ancient houses on both sides of the street, but our way is to the right, down Rue Haute Voie. A few steps take us abreast of the *Portail du Pelican,* formerly Hôtel Beaumanoir. It is worth while stepping into the courtyard and glancing around. On the opposite side of the thoroughfare is the Rue de la Larderie, leading to Place Saint Sauveur, the site of the **Church of St. Sauveur,** an "historic monument," originally built in the twelfth century but now displaying various styles. Its chapels are among its most remarkable features; a holy-water

stoup of the twelfth century is another. In the north transept a granite cenotaph encloses the heart of Guesclin (Bertran du Gueagui) who died in 1380 (p. 162). It was originally deposited, in accordance with his request, in the church of the Jacobins, by the side of the tomb of his wife. In 1793 it was transferred to St. Saviour's.

Behind the church, is the **Jardin Anglais,** formed in 1850 on the site of the ancient cemetery. It extends to the old city ramparts and commands a really magnificent view over the Rance valley. Below is the fine, solid (modern) viaduct, and to the left is the ancient quay and bridge.

The white spire on the horizon to the left is that of the church of **Pleudihen,** on the shore of the Rance, between Dinan and St. Malo.

While at this remarkable view-point, one may recall the fact that "the town, still almost wholly contained within its ancient walls, crowns the main hill exactly as it must have done in the days of William the Conqueror. The ancient bridge still remains; it is only the modern viaduct, a work worthy of Roman days, which speaks at all forcibly of the changes which have passed over the world since William, 1027–1087, and Harold, 1022–1066, encamped beneath these heights in 1063."

Return to the top of Rue Haute Voie and there turn right into Rue Poissonneries. At the end turn right, going through Rue Croix Quart into the steep, narrow, winding **Rue du Jerzual** with its gateway and its houses of the fourteenth century, the most curious of all Dinan's quaint streets. It is continued by Rue du Petit Port to the **Quay,** the landing-place of the excursion boats which come up the Rance from Dinan and St. Malo. Note the statue of the Virgin over the arch. Pass through the gateway, and not many yards beyond it ascend a thoroughfare on the left. On reaching the top of it glance at **Porte St. Malo** on the left. You will then have seen the three gateways which Dinan still retains of the original eight. Turn slightly to the right and mount the steps which lead to the beautiful promenade called the **Grands Fossés,** bordered by imposing towers. At the farther end go to the left along Rue Thiers, the site of the principal **Post Office.** It ends at Place Duclos. In the centre is a *Statue of Jehan III de Beaumanoir.* Turn left at the end of Rue Thiers and ascend Rue Georges Clémenceau.

At its entrance, on the right is the **Hôtel de Ville.** Beyond this the first street on the left, Rue de Grace, quickly leads to the **Church of St. Malo** (sometimes called the Cathedral). It has a splendid exterior. This was the church to which Napoleon III intended to give a spire, but it was added to the church *at* St. Malo by mistake (*see* p. 146). Although commenced in the fifteenth century, the nave was only completed in 1865. There are numerous side chapels, with painted woodwork.

Returning to the main thoroughfare and following it to its upper end, one arrives at—

The **Place Maréchal Foch,** a large square fringed with trees. In the centre is the *Statue of Bertrand du Guesclin* (Dinan's hero), Constable of France, 1314–1380.

It was on this spot that Du Guesclin in 1359 met in single combat an English knight, Thomas of Canterbury, because the latter had seized, under a flag of truce, Du Guesclin's brother. A large assembly witnessed the fight, which was intensely fierce, both men being unhorsed, when they continued the fight with swords and daggers. Ultimately the English knight was thrown, and Du Guesclin, with a dagger at his throat, demanded an apology. (The bookshops of Dinan sell a *Life of Du Guesclin* for a few pence.)

Excursions from Dinan.

The pleasant walks around Dinan are numerous and of varied aspect. They form indeed one of the great charms of the town. The following are among the most attractive:

1. To the Mineral Spring.

" La Fontaine des Eaux " is in a wooded valley about half a mile from Dinan. Its mineral strength is very slight, but from time immemorial the water has been held in repute. The route from St. Malo gate is along Rue St. Malo to the Chemin de la Fontaine on the right, a long avenue of lime trees.

2. To Lehon.

Lehon is an ancient village about 1¼ miles from Dinan, upon the shore of the Rance. There are ruins of its eleventh-century castle, many times assaulted by the English and finally taken and dismantled by Henry II in 1168. At the foot of the site of the castle are the remains of the **Abbey of Lehon,** founded in 850 by the King of Brittany, restored in the thirteenth and fourteenth centuries and destroyed at the Revolution of 1793. In the church are tombs of the

Beaumanoirs and the tomb of Typhaine Raguenel, wife of Du Guesclin. The stalls of the fifteenth century are remarkable, and the refectory and the cloister deserve notice.

The old story is that in response to the petition of a few poor monks, Nomenoë, King of Brittany, promised to build them a monastery if they could obtain the bones of a saint to place in it. To fulfil the condition they went to Sark where they robbed a monastery of the body of St. Magloire and returned in triumph. Then the king built for them a magnificent monastery, which he named St. Magloire de Lehon.

3. The Château de la Garaye.

Dinan is left by the Route de Ploubalay, which crosses the railway a short distance to the right of the station. A few yards past the second kilomètre stone from Dinan a fine avenue on the right leads to the ruins of **Garaye Castle,** surrounded by trees. The principal remains consist of a handsome pavilion in the Renaissance style. About the year 1700 this once lordly dwelling was converted by its proprietor, Claude Toussaint Marot, Comte de la Garaye, into a home for the sick and infirm, who were tended by the Count and Countess. In 1794 the building was reduced to its present condition.

4. To La Hisse.

La Hisse is on the west side of the Rance, nearly four miles from Dinan, and the land route is along the towing-path, through the prettiest part of the river valley, there being a succession of wooded hills, rocks and verdant valleys. At La Hisse, the hill on the way to the railway station commands a lovely view over that part of the Rance known as the **Plaine du Châtelier,** the lake of Châtelier. Less than a quarter of a mile from the station is the old **Château d'Albyville,** overlooking the river.

The towing-path is an ideal track for cyclists. At Dinan boats can be hired for this excursion.

5. The Châteaux de la Chesnaie and de Coëtquen.

These are situated eastward of the town, on the Dol road. The **Château de la Chesnaie,** less than two miles distant, is surrounded by magnificent trees. In it Lamennais passed the greater part of his life and wrote the most celebrated of his books.

The **Château de Coëtquen,** in ruins, is near St. Helen. The family whose name it bears is celebrated in the annals of

Brittany. Many of its members are represented in a window of the sixteenth century in St. Helen's Church.

6. The Château de la Bellière

is situated five miles north-east of Dinan, on the road to Pleudihen. Its architecture is that of the fifteenth century. It was for a long time the residence of Typhaine Raguenel, the wife of the High Constable, Bertrand Du Guesclin.

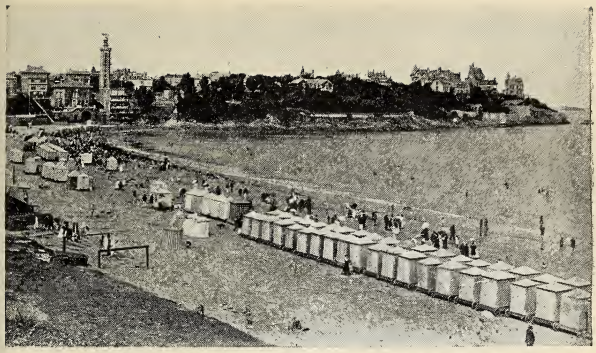
DOL.

Distances.—Dol is 27½ miles from Avranches, 17½ from Dinan and 14½ from St. Malo.
Hotels.—*See* Introduction.

Dol is an ancient country town with a long, straggling main street, one or two second-class hotels, and a Cathedral. It is at the junction of the line between Avranches and Dinan (or St. Malo) with the line to Rennes. It is often convenient to break the journey here, and wait for the next train, visiting the cathedral in the interim. An hour would suffice, but three hours or more could be spent with advantage. Outside the railway station turn to the right and walk into Dol. Turn to the left and the **Cathedral** is on the right. Even in its incomplete state (the towers need a storey or two and spires) its size and internal grandeur command respect and admiration. The south porch (restored) has on the arch of one façade alone the figures of forty-eight saints, besides carved corners and panels. The east window is beautiful. The wooden pulpit, approached by a double staircase, is a mass of carving; the Gothic sounding-board towers so high that the beauty of some of the carving cannot be appreciated. Outside, the little porch at the south-west corner, near the tower, is a dream in carved stonework.

The Cathedral, and everything, in fact, at Dol, is maintained by the Châteaubriand family, whose ancestral mansion or fortress, the **Château de Combourg,** overlooking Dol a few miles away, is one of the few remaining homes of the Norman period.

Antiquaries should visit the **Menhir Stone,** a curious, huge, egg-shaped stone, surmounted by a cross to ensure its orthodoxy. It stands about two miles from the station on the road to Rennes. A mile north of the town is **Mont Dol,** from the summit of which is a superb panorama in all directions.



Levy, Sons & Co.,] [*London.*

DINARD—REGATTA DAY, DINARD—DINAN.

MONT ST. MICHEL.

Approaches.—Easily reached by *rail* from Granville, Avranches, St. Malo, Dinard and Dinan. From each the route is *viâ Pontorson* (fine Norman Church); thence by steam tram (6½ miles) to the Mount. The last mile and a quarter is along the causeway built in 1880 to facilitate the passage over the sands, which are very treacherous.

Motor-cars also run from Dinard, etc.

Hotels.—*See* Introduction. Most of the accommodation for visitors is controlled by the proprietors of the Hotels Poulard, celebrated for omelettes and chickens. In the season, visitors desiring to remain for a night should previously notify the date of their intended arrival and ask for rooms in the Maison Rouge, the annexe, half-way up the Mount, with a wide view. There is really nothing to detain the visitor longer than three or four hours, so that those who arrive early can, if they please, return the same day or continue their tour.

Population.—220.

Mont St. Michel, or more commonly *Le Mont,* is, except for the connecting causeway, an isolated conical granite rock, less than a thousand yards round at its base, rising to a height of some 257 feet above the level of the sea, and crowned by a church which sends up its spire to a height of 400 feet above the sea. The mount remained a bare rock until the early years of the eighth century, when in obedience to the request of the Archangel whose name it has since borne, the Bishop of Avranches built upon it a small chapel to which he attached a dozen priests. Soon pilgrims flocked to the spot, as they do now, at the Feast of St. Michael, kings and nobles lavished wealth upon it, popes sent relics and bulls and further favoured its prosperity by granting indulgences to devout and generous visitors, and the village was founded by refugees driven from their homes by the fierce Northmen under Rollo.

When William Duke of Normandy put on the crown of England, Mont St. Michel became English, and remained so until the reign of John. In the middle of the thirteenth century the mount was strongly fortified, and was furnished with a garrison maintained at the expense of the King of France and of the monastery. The fortifications preserved the mount from the invasions of the English during the second part of the Hundred Years' War of English history. The mount indeed was the only fortress which held out against the hero of Agincourt. In the eighteenth century the abbey was used as a State prison, and in it were confined many victims of the *lettres de cachet.* It ceased to be a State prison in 1863; in 1874 the abbey and the ramparts were declared to be Historic Monuments, and their restoration was begun.

"Mont St. Michel," said Victor Hugo, "is to France what the Great Pyramid is to Egypt. It should be preserved at any cost—this double work of Nature and Art."

Through the Village.

The only opening in the ramparts is at the sixteenth-century *Porte de l'Avancée.* Immediately beyond this are the tramway office and the **Michelettes** or Filles du Mont St. Michel, two cannons with their stone shot, which the English left behind when they were obliged to abandon the siege of the Mount in 1427. Between the second and third gates is the Hotel Poulard. At the third gate, the **Porte du Roi,** are steps leading to the top of the ramparts. Having passed through this gate one is fairly in the steep, narrow, ancient, cobbled **Grande Rue,** the only street. Alongside it are old-world buildings and disfiguring modern structures, little shops principally devoted to the sale of souvenirs and postcards of the Mount, hotels that have kept their curious ancient names, the **Post and Telegraph Office,** on the right, and near the top the—

Parish Church,

founded in 1440. To it have been transferred the Worship of the Archangel and many objects of piety from the Abbey Church, including the Vièrge Noire. There are banners and shields that were formerly in the Salle des Chevaliers, and among the many offerings in the Chapel of St. Michel is the sword of General Lamoricière. The church is rich in bas-reliefs and inscriptions. In a row of tombstones in front of the choir is one on which has been sculptured an enormous earthworm. It is in a line with the south (right-hand) end of the altar. Under the choir is a crypt, and attached to the church is a cemetery.

The first house (very much restored) above the church was built in 1366 by Du Guesclin for his wife, whom he left here to study the stars when he went to the Spanish War. Typhaine was a great astrologer, and became known as the Fée. Beyond this house is a modern cross called the—

Cross of Jerusalem.

Here mass is said in the open air when the number of pilgrims is greatly in excess of the accommodation of the church. The pilgrimages take place on May 8 (apparition of St. Michel on Gargano); Whit-Monday; August 2; September 10 (feast of St. Aubert); September 29 (feast of

St. Michael); October 16 (appearance of St. Michael to St. Aubert).

Hereabouts one gets a good view of—

The Merveille.

[Guides conduct visitors in little parties round the buildings. There is no charge for admission, and the guides are paid by the State, but they do not object to receive a trifle.]

This is the principal portion of the abbey buildings, a marvel truly, both with respect to its architecture and to its position. It dates from the thirteenth century, and contains the State rooms of the abbey. Words fail adequately to describe the beauty, the grandeur, and the wonderful ingenuity combined in this noble work. The building is of three storeys. Instead of cutting away the rock to make a flat table on which to build, the converging sides of the cone-shaped rock were surrounded with a huge granite foundation, and faced with a wall of granite 230 feet long by 200 feet high. The space between the Marvel and the rock is occupied by chapels, cisterns and other structures.

The final flight of the long series of steps by which the building is approached leads to the **Porte de Bellechaise** (1257). Visitors await the guides in the *Salle des Gardes*.

As the route by which the guides proceed may be varied, the following brief description of the principal sections and apartments will be more serviceable to the visitor than an itinerary.

The cellar or store room on the ground floor is commonly called the **Salle Montgomery,** taking its name from an English general who, through an opening in it, vainly tried in 1591 to capture the Mount by surprise.

The **Almonry,** adjoining the Salle Montgomery, was used, as its name implies, for the distribution of alms.

The **Salle des Chevaliers,** on the first floor, was originally the Salle du Chapitre. Some say it was used as the Scriptorium, the hall in which the monks copied and illuminated manuscripts. It is 98 feet long and 68 feet wide, and was constructed between 1215 and 1220. Its ribbed roof is supported by three lines of columns with beautiful capitals. The guides say that the foliage of no two is alike. It is probably of this hall that visitors carry away the best remembrances. It presents a remarkable union of strength and elegance, and when viewed obliquely its four naves appear as a forest of columns. It owes its present name to its having

been appropriated to the use of the Knights of the Order of St. Michael, an order instituted here by Louis XI in 1469. The enormous fire-places should be noticed.

The Refectory, originally the Salle des Hôtes or Salle des Etrangers, adjoins the Salle des Chevaliers. It came into use as the refectory in the seventeenth century, when the old refectory above it was converted into a dormitory. Like the adjoining hall, it has immense fire-places. It is lighted by nine windows extending from floor to roof, and has a beautiful ribbed roof supported by a row of six columns. Though less striking than the Salle des Chevaliers, it is the most beautiful portion of the Marvel.

The **Dormitory** (originally the refectory), on the uppermost floor, was finished in 1225 and restored in 1888. It is noteworthy for its proportions and windows. On one side are thirty-one narrow windows and on the other twenty-six. Larger windows are at each end. Some damage was done in dividing it horizontally so that it had two floors; and it suffered still more through the prison authorities constructing two floors in place of the one which the monks had added.

The **Cloisters** form an architectural gem of early thirteenth-century work. The columns and the collonnettes number more than 200.

La Tourelle des Corbins, the most elegant of all the towers, contains a spiral staircase connecting the various storeys. It dates from the fourteenth century.

The **Church** crowns the summit of the Mount. As has been said above, the first chapel on the rock was built by St. Aubert in the year 709. The second church was destroyed by fire. The third, and present, church was commenced early in the eleventh century by Richard II, Duke of Normandy, and the Abbot Hildebert II.

The nave was originally 200 feet long. In 1776 its seven bays were reduced to four. The width at the transepts is 105 feet. The original choir was destroyed in 1421 by fire, the seventh from which the buildings on the Mount suffered. The last was in 1827. Of this the nave shows traces. The present Gothic choir was begun in 1450: the Benedictines called it the Great Work. When the abbey was a prison, the terrace fronting the west door was used as an exercise ground. It commands a beautiful view.

The **Crypt of Gros Piliers** supports the chancel. It owes its name to nineteen huge columns cut out of the rock.

The **Catacombs** or Charnier, the cemetery of the monks, are under the nave of the church. Against them is the *Chapelle St. Etienne*, of the thirteenth century, close by which is the *Great Wheel* in which prisoners were obliged to climb in order to draw up provisions.

The **Salle du Gouvernement.** Appropriated to the governor and his staff when Mont St. Michel became a fortress.

The **Cachots,** or dungeons, were in part formed by excavating the rock. Two were known as the Jumeaux, or twins. The prisoners in these were able to converse with one another. Le Cachot du Diable was a chapel until it was turned into a cell. A cachot des femmes recalls the fact that women were imprisoned here. One of the dungeons long contained a cage, called of iron, but it was of wooden beams, in which Louis XIV caused to be confined the pamphleteer Dubourg, who had offended him by his writings. The unhappy man starved himself to death at the end of a year.

The Ramparts

date from the middle of the thirteenth century to the sixteenth. The visitor should not fail to walk upon them. They can be ascended at the Porte du Roi or at the Tour Claudine, near the Abbey.

The Museum.

Admission, 1 franc, and the Keeper expects a gratuity.

This is a private exhibition of waxworks, pictures, arms, medals, instruments of torture, miniatures, statuettes, a collection of dials and works of watches from the middle of the sixteenth century to near the middle of the nineteenth. Through darkened passages one sees a dioramic picture of an attack on the Mount by Bretons in 1203. After this comes a succession of waxwork figures, prototypes of the chief personages connected with the history of the Mount, particularly the prisoners. Some are loathsome.

The Circuit of the Mount.

A visit to Mont St. Michel should not be considered complete unless the circuit of the rock has been made either on foot, which is possible when the tide is out (boots and stockings may have to be removed), or by boat. The western side is

the driest. Going in that direction, that is, turning to the right on reaching the beach, one soon reaches the **Gendarmerie,** built in 1828 for the accommodation of the soldiers forming the prison guard. Next comes the **Tour Gabriel,** called also the Tour du Moulin from the windmill added to it in 1627, nearly a century after its erection. Beyond this, at the north-western point, is the **Chapelle of St. Aubert,** of the thirteenth or fourteenth century. Almost at the centre of the northern face is the **Fontaine St. Aubert,** discovered by the Bishop Aubert (or revealed to him by St. Michael himself) when in search of water for the monks he had sent to the rock. It supplied the abbey until the fifteenth century. Beyond the Tour du Nord is another spring, the **Fontaine St. Symphorien,** the water from which will be seen trickling over the rampart.

The huge rock rising from the sands two miles from the Mount is the island of **Tombelaine.** The local fishermen sometimes urge visitors to go to it, but when reached there is little to see beyond the rock, which is 60 feet high, and the remains of a fort demolished in 1669.

The Incoming of the Tide

is one of the most striking sights at St. Michel. At low tide the sea is more than seven miles from the Mount, at spring tides it rises as much as 48 feet, and twice every day it has to cover the huge tract of sand in a few hours. The inward rush is thus described by Mr. Percy Dearmer :

"At first all is still. The brown sands, scribbled over with blue rivers and tinged into bright green near the land, stretch out to the distant wooded shores of the bay, which sweep round from Avranches on its hill to the rocky headland of Carolles that just hides Granville out of sight. The sea seems to lie far out of reach, and near its horizon are the Chausey islands, looking like a misty procession of dim sea monsters. Then gradually the water begins to creep round the solitary rock of Tombelaine, till it becomes an island ; though still the river at our feet runs busily seaward, as if determined to carry out its duties to the last moment. But it meets its old adversary at an edge of foam which is now gliding up rapidly from the distance, escorted by a cohort of white sea-birds. As the bore advances it spreads, tears over the crumbling banks of the vanquished river, throws thin films of water along the sand, rushes down little momentary waterfalls to regain its level, and at last comes dashing up against the rocks of Mont St. Michel. Then it wheels round in turbid conquest of the sand till it has covered all with a restless surface of water flecked with foam."

AVRANCHES.

Approaches. By rail from Granville (changing at Folligny), or from St. Malo *viâ* Dol (p. 164).
Hotels.—*See* Introduction.
Omnibuses.—Hotel 'buses meet the trains. Fare 1 fr 50 c.
Population about 7,000.
Post Office.—Rue Gervais.
Tramway Station.—Near the railway station for the Avranches-Granville and Avranches-Sourdeval lines.

Its site on the Bay of Mont St. Michel, its three railway lines, and its three lines of tramway, combine to make Avranches an excellent centre for tourists. The town is also attractive in itself. Old and substantially built on a steep hill, Avranches is rich in interesting associations, beautiful views and fine buildings. The station is at the foot of the hill.

By the carriage-road the town is 1¼ miles from the station. Go to the left and take the first turn on the right. For those who can climb, there is, a little to the right of the station, a steep path, *Tertre de la Gare*, ascending to the town, passing on the right a tall stone crucifix with a tiny figure upon it. The path meets the carriage-road which comes up from the left. Continue the ascent to the right. The spire on the left is that of the **Church of St. Gervais,** to be visited later. Also on the left are the old gardens of the Bishop's Palace, now a **Public Park,** and this is succeeded by **Place Littré.** Here to the right is the Hotel de France, with Hôtel d'Angleterre close by. Each has an entrance in the lower part of the **Rue Jardin des Plantes,** at the upper end of which are the **Church of Notre Dame** and the public garden which gives its name to the thoroughfare (*see* p. 172).

The following route will lead the visitor to the principal objects of interest. Continue to follow the tramlines. They run through **Rue de la Constitution,** a thoroughfare of which the town is not unjustly proud.

On the left **Rue Valhubert** leads to the principal **Post and Telegraph Office.** It is at the first corner on the right, at the junction of Rue Valhubert and Rue Gervais, in which the entrance will be found.

Higher up Rue de la Constitution is *Rue Belle-Etoile*, on the right, against the Hotel du Nord. It leads to the **Church of Notre Dame des Champs,** a splendid modern building with a pair of unfinished towers. It has a fine marble altar, and in the south transept is a wax recumbent figure of Ste Philomêne, in richly embroidered and bejewelled dress.

Other features of interest are the stained-glass windows and the enamelled subjects of the stations of the Way of the Cross.

Leaving the church by the west door, walk across the open space and enter—

The **Botanic Gardens,** le Jardin des Plantes, formerly attached to the Convent of the Capucins. The view from the terrace over the surrounding country, the sea, and Mont St. Michel is wonderful. A *Toposcope* or Indicator, provided by the Touring Club of France, enables the principal features in sight to be identified. A few yards from it is the ancient portal of *St. George's Chapel,* built in the eleventh century at Bouillet. It was re-erected at Avranches in 1843 by the Archæological Society. About the middle of the right-hand side of the garden, as one enters, is a **Museum** (*open Sundays,* 1–5. *At other times on application to the concierge*). Beyond the museum is a fine cedar of Lebanon.

Return to the church, go along the south (right) side of it, and at the end of the building turn left into Rue Docteur Gilbert. It leads to the reconstructed **Church of St. Saturin.** The entrance is an exact reproduction of that of the thirteenth century. Above a gallery in the north transept is a fifteenth-century bas-relief representation of the Massacre of the Innocents and the Flight into Egypt.

Take the thoroughfare on either side of the church. On reaching Rue de la Constitution cross it and enter Rue des Fontaines Couvertes. The first street on the right, *Rue des Trois Rois,* leads directly to the **Church of Saints Gervais and Protais.** The façade and the west tower, which is such a landmark, are modern. The small windows and roof of the nave prevent the interior from being impressive. In the treasury are reliquaries from the Abbey of Mont St. Michel, and numerous souvenirs and objects of religious art belonging to the ancient diocese of Avranches. But the most precious of all the contents is the skull of St. Aubert, the holy man who declared he had received direct instructions from St. Michael the Archangel to build a church at Mont St. Michel. A circular hole in the skull is pointed to as the spot where St. Michael's finger rested. The relic is mounted on a solid gold stand and enclosed in a glass and silver-gilt case of exquisite workmanship. *Admission, 1 franc, or 50 centimes each for a party. Apply to the sacristan, whose address is in the porch at the west end.*

HOTEL DE VILLE, AVRANCHES.

THE CLOISTERS, MONT ST. MICHEL.

[*Cliché Puel.*

GRANVILLE.

From the church enter Rue Challemel Lacour. The first thoroughfare on its left, Rue Pomme d'Or, leads to the Rue des Postes (branch office). Followed to the left this leads to **Place Littré,** on which the market is held. On one side is the **Hôtel de Ville,** a massive modern building, with a large *public library*. In addition to many thousand printed volumes, it contains valuable manuscripts, including some that belonged to the Abbey of Mont St. Michel.

Behind the Hôtel de Ville is a round tower, which postcards call the *Donjon*, but that building was some distance to the right and is no longer in existence.

From the Place Littré enter the **Park** (formerly the garden of the Bishop's Palace). Mount the terrace behind the statue to General Valhubert, a native of Avranches, who fell at Austerlitz in 1805, and go to the left. At the end ascend the steps on the right, go to the left to the **Palais de Justice,** in which are a notable spiral staircase and a fourteenth-century chapel, formerly the private chapel of the bishops of Avranches. Cross the courtyard to the archway on the right. On the other side of it is *Place Daniel Huet*, named in honour of a celebrated bishop of Avranches. To the left is the **Sous-Préfecture.** Within the little enclosure bounded by dwarf chained pillars is **Henry II's Stone** (formerly the doorstep to the Cathedral), on which the king knelt and received absolution for the sin he swore to the Pope's Legates he had neither committed nor desired. A brass tablet on a pillar bears in French the inscription—

"On this stone
Here at the door of the Cathedral of Avranches
After the Murder of Thomas à Becket,
Archbishop of Canterbury,
Henry II,
King of England and Duke of Normandy,
Received on his knees
From the Legates of the Pope
The Apostolic Absolution,
On Sunday, 21st May, 1172."

The cathedral, commenced in 1090 and consecrated in 1122, has been completely swept away. Its site is now occupied by the Sous-Préfecture and the grass-covered square in front of it, in the centre of which is the **Souvenir Français,** to those who have died for their country.

From this square there is a view similar to that from the Jardin des Plantes. The road seen going straight across the

plain passes through **Sartilly** (6¼ miles) and **St. Pierre Langers** to Granville.

Return to the statue in the Bishop's Garden. Pass along the west avenue (opposite the right arm of the General), and pass through the gate. The road on the right is the Boulevard du Nord, and is bordered by the old ramparts; that on the left is the Boulevard de l'Ouest. It is continued by the Rue du Convent, at the top of which is **Place Carnot**, between the Church de Notre Dame des Champs and the Jardin des Plantes.

GRANVILLE.

Approaches.—From St. Helier by steamer (*see* p. 138). By train (changing at Folligny), on one side from St. Malo, Dinan and from Avranches, on the other side from Cherbourg, Carteret and Coutances. The railway station is about fifteen minutes' walk from the quay, and is beyond the new town.
'Buses.—Hotel omnibuses meet the steamers and the trains.
Golf.—At Bréville, 2⅛ miles from Granville.
Hotels.—*See* Introduction.
Population.—About 12,000.
Post and Telegraph Office.—Near quay, in Rue Le Campion.
Tennis.—Upon the Falaise.

Granville has been called the "Monaco of the North," its picturesque situation resembling that of the southern town. It has a fine harbour with several quays, and a sandy beach which has made it a popular bathing-place.

It consists of the Old or **High Town,** built on the rocky promontory of Lihou, called also the **Roc de Granville,** which extends for nearly a mile, and the New or **Low Town,** which has arisen at the foot of the rock, and lies around the harbour and eastward towards the railway station and the valley of the Bosq.

From the road fronting the harbour, steps and paths ascend to the **Old Town,** where is the old church—

L'Eglise Notre-Dame,

which has undergone numerous alterations. It dates from the fifteenth century. It was enlarged in the sixteenth, and the choir belongs to that period.

The tower commands a magnificent view (apply to the sacristan). The bells are on the exterior of the spire. Interesting features in the interior of the church are the granite holy-water basin of the fifteenth century, to the left of the entrance, the carved organ case of the seventeenth century, the carved pulpit, the chapel of St. Nicholas in the south

transept, and the seventeenth-century picture of the Assumption.

A short distance eastward of the church a street leads from the Rue Notre Dame down to the **Hôtel de Ville,** in which is a small museum containing several pictures of interest.

A little farther eastward the rampart is pierced by the **Grande Porte.** On the outer side of it is the drawbridge, now permanently down. A mural tablet recalls the heroic conduct of the municipal officer and others during the siege of the town by the Vendéens in 1793.

Westward of the church are barracks, and beyond these, at Cape Lihou, the extremity of the rock, are a lighthouse, a semaphore and a wireless telegraph station.

In going from the steamer into—

The New Town,

one comes to **Place Pléville,** on which stands a bronze statue of Admiral Pléville le Pelley, Granville's most illustrious son.

> He was born in 1726. When twelve years old, he went to sea as cabin boy against the wishes of his parents. In 1797 he was vice-admiral and "ministre de la marine." In an engagement with the British near Jersey he had a leg shot away.

Place Pléville is also the site of a terminus of a *tramway* which runs to Avranches by the coast and to Condé-sur-Vire.

From the square, Rue Le Campion, one of the principal thoroughfares, and the site of the Post and Telegraph Office, runs eastward to the **Cours Joinville,** an open space with trees. Here the market women lay out their fruit and vegetables, and with their quaint costumes make a bright and pleasing scene. In the little river of the Bosq near by, clothes are publicly washed by women kneeling on the banks, on either side. A feature of the process is the vigorous banging of the clothes with wooden beaters shaped like spades.

On the south side of the stream, Rue Couraye runs east and west, and is continued eastward by the Rue Montée du Calvarie, from which an avenue goes off on the left to the **State Railway Station** and to a neighbouring *tramway station.*

From Rue Couraye, the Rue de la Hogue goes southward to the **Church of St. Paul,** a large modern edifice erected upon a terrace, which is also the site of a **Monument** "aux morts pour la patrie."

Northwards of Cours Joinville is **La Tranchée des Anglais,** a wide cutting through the rocks, said to have been made by the English in order to isolate the town—the old town.

The English possession of the town was brought to an end in 1441 by the treacherous introduction of a Norman force by an Englishman whom the commander of the fortress had offended.

During the many outbreaks of enmity between England and France, Granville was one of the ports from which privateers preyed on our commerce.

In 1803 the inhabitants bravely defended the town against a British bombardment.

On one side of the cutting is the **Casino,** a fine and large building, which, among other purposes, serves as a café-restaurant, theatre, concert-room and ballroom.

In front is the **North Bathing Beach,** bordered by a broad promenade. During the season the beach is thickly clustered with machines close up under the rock, for high tide leaves little of the strand uncovered.

From the cutting it is a very pleasant cliff walk to the beach at **Donville les Bains,** about a mile away. From the cutting one follows the old Coutances road past the Normandy Hotel and the first villa, and then takes the cliff road.

Excursions from Granville.

Some of the grandest old Norman towns can be quickly reached from Granville. Coutances, with its famous Cathedral (pp. 177–181), Hambye, the finest ruin (cathedral) in La Manche ; Avranches (pp. 171–174), and Mont St. Michel (pp. 165–170), are all within a radius of twenty miles by road. Visitors to the ruins at Hambye should read the legend of Baron Hambye on pp. 66–7.

Among shorter excursions are those to places on the coast just south of the town : **Hacqueville,** only a long mile away ; **Saint Pair,** a popular bathing-place about two miles distant, with an ancient church containing remarkable tombs of the fourteenth century ; **Jullouville,** nearly five miles from Granville, one of the prettiest and most delightful watering-places of Normandy. There is a fine pine wood, and other features are hills, a lake, a river and a plain.

Inland are the **Ruins of Lucerne Abbey,** nearly ten miles by road from Granville. The remains comprise parts of the church, with a fourteenth-century tower, a portion of the cloisters and an aqueduct. As the ruins are in private

TO READERS.

Every care has been taken to render this volume accurate and trustworthy. But changes take place, both in town and country, with a rapidity which often thwarts the efforts of the most alert and painstaking writer. We should, therefore, esteem it a favour if readers discovering errors, either of omission or of commission, in these pages, would promptly inform us. Such communications will be duly acknowledged and the inaccuracies rectified at the earliest opportunity.

THE EDITOR.

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Warwick House, Salisbury Square,
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grounds, it is necessary to ascertain the conditions of admission.

Excursions are made by sea to **Saint Malo,** to **Cancale,** on the eastern side of the Bay of Mont St. Michel, and to the **Chausey Isles,** situated at the entrance of the bay and belonging to France.

COUTANCES,

about eighteen miles by road from Granville and twenty-seven by rail, is singularly destitute of hotels suitable for tourists. The town, beautifully situated on the slope of a hill, is of Roman origin. Its former name, Constantia, was derived from Constantius Chlorus, who is believed to have fortified it in the third century. Its cathedral is considered the finest ecclesiastical edifice in Normandy.[1]

From the farther end of the approach to the station, bear left to the lower end of the boulevard and there ascend the steep street on the right. It leads to the principal street and to—

St. Peter's Church.

There has been a church here since the ninth century. The restoration of the building existing in the last decade of the fifteenth century was begun by Geoffroy-Herbert in 1494 and finished much later. It is the building thus produced which is now standing. The belfry dates from the sixteenth century, but the ogival supports upon which it rests are of the thirteenth century. The nave of five bays has fine cylindrical pillars. The pulpit is of the seventeenth century, and was originally in the Capuchin Convent at Coutances. The very beautiful stalls of the choir are of the sixteenth century. In some of the windows of the choir and transepts is sixteenth-century glass, but the most beautiful and most celebrated window is that found in the *déambulatoire,* displaying St. Michael. So fine a church is St. Peter's that many dioceses would rejoice if they could place in it their bishop's throne.

Continuing up the street one soon comes to—

The Cathedral.

The bishopric was founded about the middle of the fifth century. The first cathedral was an ancient pagan temple.

[1] For a fuller description than can be given here *see Coutances et sa Cathédrale par l'abbé Pinel.* On sale in the city, price 1 franc.

About 890 Coutances passed into the possession of the Normans, and about 1030 the erection of a suitable cathedral was begun. It was not completed until 1274, and then only for a few years did it remain in its glory. In 1358 it was destroyed during a siege of the city. Its reconstruction was soon undertaken, and the reconstructed building with additions and modifications is that which stands to-day. Of the **exterior** the most notable feature is the *west front*, with its two spire-capped lofty towers, the noble arches of the three entrances, and its great window surmounted by the beautiful stone work added in the sixteenth century. Very beautiful also is the central tower. It should be viewed from the south side of the cathedral, as should also the apsis. (The last building on the right side of the thoroughfare is the **Episcopal Palace,** which has been allowed to fall into a lamentable condition since the bishop was driven from it at the separation of Church and State).

In olden days the altar occupied the centre of the church, and above its site the architects erected a dome—a gigantic canopy. At Coutances the central tower has eight faces on which are immense pointed arches enclosing the windows of two storeys. Other means of ornamentation have been sparsely employed, the beauty and purity of the lines of the structure being self-sufficient.

The **interior** of the church has a length of some 305 feet, of which the nave takes about 124. By standing under the organ loft one gets the best view of the whole. The graceful pillars of the nave rest on the bases of the original pillars. In passing to the south aisle, there will be seen on the right a modern window depicting the three phases of the cathedral with the bishops responsible for them. The six chapels on the south side of the cathedral were built in the fourteenth century. They are remarkable for their dividing walls, which are said to be unique. Above the altar in the second chapel are two frescoes, one representing Ste Agatha, the other a bishop richly clothed. The sixth chapel, that of St. Francis, is entirely covered with sculptures mutilated by the Protestants in 1562. The groups include the story of the Nativity, the Massacre of the Innocents, the Flight into Egypt, the Crucifixion, the Assumption and Coronation of the Virgin. Passing to the **Tower** the visitor will take note of the four enormous pillars covered with columns, and will find much else to admire. Until about the beginning of the present century the **Choir** extended under the dome of the

ower. Its grille and stalls are modern. The semicircle of he sanctuary is one of the most beautiful parts of the cathe-lral. The marble altar dates from about 1755. The style s Louis XV. The window on the right is of the fifteenth entury; the others contain thirteenth-century glass restored.)ne should not go from beneath the tower without turning o the **Organ**, which came from the Abbey of Savigny-le-Vieux, or which it was made in 1720. Its case was restored in 1919.

From each of the transepts one can best see the **windows** of the other. Those in the North Transept are the most ancient in the cathedral. They trace the life of three great martyrs. On the left is St. Thomas à Becket. He takes farewell of the King of France, embarks for England, enters England, celebrates his last mass, in the last medallion but one is seen upon his death-bed, and in the last his soul is rising to Heaven. In the centre, St. George fights with the dragon, appears before the pro-Consul and undergoes his martyrdom. On the right, St. Blaise refuses to sacrifice to the false gods, walks upon the lake into which he had been thrown, and finally is beheaded. These windows, restored in 1919, show thirteenth-century work at its best.

Among the contents of the **South Transept,** other than the windows, are the altar in the style Louis XIV, dating from 1670 ; the miraculous wells which have enjoyed the confidence of the faithful since the eleventh century, and quite near these, in a vault, various relics including a portion of the true cross and a relic of the crown of thorns.

From the South Transept we pass to the ambulatory around the choir, in which is a series of chapels. On the wall opposite the *Altar of the Wells* are two fine frescoes. The **Chapel of Ste Martha** has only one window (the others each have three), and contains a remarkable altar which existed in 1251. The windows of the easternmost chapel formerly portrayed the life of the Virgin Mary, to whom the cathedral is dedicated. The statue dominating the altar is a copy of the most precious statue in the church of St. Nicholas (*see* p. 181). The capitals of the pillars here are highly renowned for their curious sculptures. That on the left of the entrance shows rabbits eating cabbage leaves. In that on the right are a crow and a pig. The inquisitive visitor will find other quaint subjects. Passing on we come finally to the altar dedicated to St. Mathurin. Under it is the only tomb in the cathedral. It is thought to be that of Bishop Algare (died 1151). On the cover is a representation of a bishop in his robes.

Worthy of notice in the **North Transept** (the windows having already been described) is the fine marble column

on which stands St. Michael, the Archangel of Coutances. It was specially brought from Rome for its present purpose, after the war of 1870. From this transept we view the **windows** of the South Transept which represent in one great scene the Last Judgment. In the central lancet are seated the twelve apostles and at the bottom is St. Michael weighing souls. The last panels on the right contain hell, in which demons are torturing the damned of all ranks. To the left is purgatory. The window belongs to the fourteenth century, and although the work is of a time of declining art, it yet possesses great beauty and interest.

The chapels on the north side of the nave present characteristics similar to those of the south, but the work is more carefully executed. On the second pillar at the side of the nave the capital has two heads, one calm, the other furious. On the third a little dog appears in the leaves. On the fourth is a row of nightingales.

The **Tower** can be ascended on application to the sacristan. Ascents are made at 10, 11, 2, 3 and 5 o'clock except on Sundays and Fête days when the hours are 2 and 4.30.

In the square facing the west of the cathedral is the **Hôtel de Ville,** formerly a private mansion. It contains a library which comprises many fine manuscripts and more than 15,000 volumes. The statue facing the Hôtel de Ville represents Cotentin de Tourville, Marshal and Admiral of France, who died in 1701. The sculptor was a native of Coutances. It will be remembered that in obedience to the command of Louis XIV, Tourville led the French fleet to an unequal combat with the British and Dutch off la Hougue, near Barfleur, and was totally defeated, 1692.

Continuing past the Hôtel de Ville to the bottom of the square and then turning left, we have almost immediately on the right an archway, the entrance to the **Public Garden,** a very pleasant retreat. The residence to which it was formerly attached is on the right on entering, and is now used as a **Museum.** It contains some valuable pictures.

By turning left on leaving the garden, descending the hill, turning left at the bottom, and then almost at once going down a hill on the right, one comes to the remains of an **Aqueduct,** constructed in the thirteenth century.

A few steps northward of the cathedral, and on the left side of the main thoroughfare, is *Rue Geoffroy Herbert,* just within which, on the right side, is a *brick turret,* a remnant of an ancient house.

Still farther northward and also on the left is Rue St. Dominique, the site of the principal **Post Office.**

But most visitors will go northward from the cathedral for the purpose of visiting the—

Church of St. Nicholas,

founded in 1238. Having been much damaged during the wars waged by the rival religious parties, it was entirely reconstructed, the work continuing until 1614. The exterior is very commonplace, but the interior has many graceful features. Specially worthy of notice is the foliage on the capitals of the twelve fine columns in the choir. But the great treasure of the church is the *statue of the Virgin* in the apsidal chapel. It dates from the fourteenth century, was originally in the cathedral, and was sold at the Revolution for 6 *francs* 12 *sous*.

The narrow winding thoroughfare adjoining the north side of the church leads to a square having on its south side the *Préfecture*, on the north, the *Gendarmerie*, on the west, the *Palais de Justice*. This last was built for a Benedictine Abbey, 1731–1736. In front is a bronze statue of the third Consul Le Brun, born near Coutances. Behind the statue is a gateway opening on to the *Boulevards*. Along these to the right is the approach to the station.

CARTERET TO CHERBOURG.

ANOTHER interesting trip available to Jersey visitors is that by steamer from Gorey to Carteret, on the French coast, and thence by rail to the great naval port of Cherbourg. Guernsey visitors may proceed directly to Cherbourg by steamer from St. Peter Port, calling at Alderney on both outward and return voyage. The comfortable little steamer makes the trip between the two ports in about eighty minutes, land being in sight all the way.

The War led to the suspension of these steamer services; intending visitors should ascertain locally the current conditions.

On leaving Gorey, we have a fine view from the sea of **Mont Orgueil Castle** (*see* p. 51), and as the steamer forges ahead a grand panorama of all the north-eastern bays of the Island is unfolded. About nine miles from Jersey we pass the **Ecrehous,** a group of rocks rising abruptly from the water, and included, strangely enough, in the parish of St. Martin, Jersey. A few huts have been constructed by the fisher folk. The hills around Carteret now come plainly into view, and on a bright day the long stretch of coast on either hand, with here and there a tiny hamlet, is full of interest and beauty.

Carteret.

Hotels.—P. 13.

The town consists of scattered houses and several hotels. It owes its increasing prosperity largely to the Jersey steamers. Good sea bathing may be enjoyed in the little bay behind the harbour. Near the railway station is the **Church,** built in the eleventh century, and enlarged and altered in modern times. The local hospital is in the best-preserved portions of a **Castle** founded in the tenth century. It was given by Edward III to one of his most notable warriors, Sir John Chandos, by whom it was enlarged, and the tower was built.

Outside the town is the **Abbey Church of St. Sauveur,** founded in 1088. From the high-road to the lighthouse there is an extensive view, and the walk to **Barneville,** a characteristic French village, about a mile and a half inland, is very pleasant.

Excursions from Carteret.

La Haye-du-Puits, about fifteen miles by rail south-east of Carteret, is on the main line between Cherbourg and Coutances and Avranches, and consists of a long street, at the entrance to which is an ivy-covered dungeon tower, the sole remnant of a castle inhabited by Turstan Halduc in the eleventh century. On the opposite side of the road is the dwelling portion, rebuilt in the sixteenth century.

About six miles from La Haye-du-Puits is another interesting small town, **Lessay,** with a station on the main line. An important fair takes place here annually in September, at which many thousand horses—mostly young ones—are offered for sale. About nineteen miles farther along the line is **Coutances** (pp. 177–181).

Between La Haye-du-Puits Junction and Cherbourg there is much delightful scenery. For miles the line runs through open country, occasionally making a plunge into a valley of rare beauty, having on both sides hills densely covered with trees or richly cultivated. Midway is—

Bricquebec,

which, though small, has many features of interest. Foremost is the **Vieux Château,** a fortress dating from the fourteenth century. It belonged to the Paisnel, or Hambye, family, and was given by Henry V to William de la Pole, Earl of Suffolk. The dungeon, 100 feet in height, is polygonal in shape. At the entrance is a statue of General le Marois, aide-de-camp to Napoleon (*d.* 1836).

With Bricquebec is associated the famous religious order known as "La Trappe." After leaving the town, pass the railway crossing and turn sharply to the right; the **Monastery** is about a mile and a half distant. (*Visitors are shown round from* 8 *to* 10 *a.m., and* 1 *to* 4 *p.m. Ladies are not admitted. It is customary to place a small donation in the poor box.*) The Monastery, founded in 1824, is surrounded by a high granite wall, communication with the outside world being avoided as much as possible. The rules of the order

forbid speech, and animal food is only used in cases of necessity. Since the promulgation of the Act ordering the registration of religious orders the number of monks has greatly decreased. The " Trappistes " maintain themselves by farming. Cheese is manufactured in large quantities, the profits being devoted to charitable purposes. Bread is distributed twice a month to poor people who have been provided with tickets.

About seventeen miles beyond Bricquebec is—

CHERBOURG.

Baths.—Hot, fresh and sea-water baths can be had at No. 16, Rue de la Paix; also at the Bains du Gagne Petit, 3, Rue Auvray.

Casino, to the east of the town, facing the beach.

Commerce.—The principal exports are butter, vegetables (including very early produce) and stone. The chief imports are English coal and wood from the north.

Hotels.—*See* Introduction.

Inquiry Office.—Rue François-la-Vielle.

Omnibuses.—The principal hotels send omnibuses to meet all trains, and there are also town 'buses.

Population about 44,000; with suburbs, about 60,000.

Post, Telegraph and Telephone Office, Rue de la Fontaine.—Messages for the wireless service are received here from 7 a.m. to 10 p.m. They can be sent to vessels in the North Sea, the Channel and the Atlantic Ocean.

Sailing Boats and Motor-Boats may be taken by the hour at reasonable rates from the Pont Tournant (p. 186). The fare should be agreed upon at the time of hiring. It is only from the sea that the huge dimensions of the Breakwater can be appreciated.

Taxi-Cabs.—Office, Rue des Carrières 31. Stand, near the Pont Tournant. Tariff, 50 or 60 centimes the kilomètre (say 80 to 95 per mile). For half-day or day excursions a bargain should be struck.

Theatre.—During the winter months, plays and operas are produced; but during the summer this class of entertainment is relegated to the Casino.

Trams.—Electric trams traverse the town from east to west, passing over the Pont Tournant and running eastward to Tourlaville; westward to Urville

Cherbourg, one of the chief naval stations in France, and a port of call for White Star and Cunard liners and Royal Mail Steam Packets, is situated near the north-western extremity of the Cotentin peninsula. The town lies in a hollow, and is defended on the northern side by a very powerful—

Breakwater.

This colossal work dates from the Napoleonic era. The necessity for such a structure was made apparent in 1692, when the navy of Louis XIV sustained defeat before St. Vaast-la-Hougue at the hands of the Dutch and British fleets. under Admiral Russel. The warships *Soleil Royal, l'Admirable* and *Triomphant* were lost, and ten other vessels burned, owing to their inability to reach Brest. At the

end of the eighteenth century it was decided to construct a large roadstead at the north of the Cotentin, wherein a whole fleet could be sheltered, victualled and repaired. Cherbourg Bay suggested itself as the most convenient place for such an undertaking, and the work was commenced in 1780, being completed seventy-three years later. The total cost of construction, including the fortress, was something like £2,700,000. The dimensions of the Breakwater are roughly as follows : Length, over two miles ; width at base, 100 yards ; total height, 30 yards ; height above neap tide level, 10 yards. In the centre and at either end are powerful batteries. There are two entrances for vessels ; these and the *Digue* are protected by strong forts, now joined to the mainland by two arms.

The **Fort Imperial,** on the Ile Pelée, defending the eastern approach to the harbour, was begun in 1777. It is very powerfully equipped.

Fort Chavagnac, equally powerful, defends the western approach. These two fortresses were joined to the mainland in 1890, as a precaution against torpedo attacks. At Querqueville, to the west, vessels laden with petrol are discharged by means of pumps into a great reservoir about 1¼ miles distant.

Through the Town.

For those who are making but a flying visit to the town the following itinerary is recommended, starting from the station and providing for visits to the principal features with the minimum expenditure of time and trouble.

On leaving the precincts of the station, turn at once to the right along the *Avenue François-Millet.* On the left are the station of the Cherbourg-Barfleur railway and the inland end of a commercial dock. The avenue skirts the end of a second sheet of water—a canal fed by the little river Divette on the right. At the farther side of the canal is the *Avenue Carnot,* running right and left. By following it to the right for a few yards, one comes to the **Public Garden,** in which are a doorway brought from the Chapel of the Abbey du Vœu, a monument to Cherbourg's sons who fell in the War, and a statue of the painter François Millet, especially famed for his "Angélus." The **Montagne du Roule,** which

adjoins the garden, commands a fine view of the town and the roads. To ascend it go behind the old portal and keep along that side of the garden to the south gate, pass through it, turn to the left, cross the line and take the right-hand footpath, which zigzags up the mountain.

Descend to the garden and then follow Avenue Carnot, continued by Rue du Rivage, to the sea. Arrived at the shore you have on the right the *Boulevard Maritime*, a favourite promenade. To the left is the **Casino.** Pass in front of the Casino Hotel to a road going right and left—the Quai de l'Ancien Arsenal. Followed to the right, it leads towards the jetty. By following it to the left, one comes to the **Gare Maritime,** near which are moored the tenders which transport passengers between the **Quay** and the transatlantic liners which call at Cherbourg. On this quay also are the premises of the London and South-Western Railway Co., whose boats run between Cherbourg and Southampton. At the end of the quay are motor and other pleasure-boats for making sea trips.

Turning to the right at the head of the tidal dock along which we have just passed, we cross the **Pont Tournant**—the swinging bridge (moved by hydraulic power) and then have on our left *Quai Alexandre III*, leading directly to the railway station from which we started—*la Gare de l'Ouest-Etat*—and on the right, *Quai de Caligny*. Following the latter we soon pass the bust of de Bricqueville, an officer under Napoleon I, and deputy for Cherbourg from 1827–44. Turning to the left at the end of the quay, we have before us **Place Napoleon** with its equestrian statue of Napoleon I. "I had resolved to renew at Cherbourg the marvels of Egypt," says the inscription on the pedestal. On the way to the statue we pass **Trinity Church,** the oldest and principal church in the town, and the only one of historical or architectural interest. It was built by the English. The steeple and some other portions are as they were constructed at the beginning of the fifteenth century. The south doorway is worthy of notice, and in the interior the most notable features are the pulpit, bas-reliefs in the nave representing the series of "la Danse Macabre," and a picture of the Holy Women at the Tomb, attributed to Philippe de Champaigne.

Abreast of the statue of Napoleon is the *Place de la Republique*, the site of the—

Hôtel de Ville,

in which are two Museums—**Musée Henry** (paintings and sculptures) and **Musée des Céramiques.** (*Open in summer, Sundays* 10–12 *and* 2–5, *Thursdays* 2–4 ; *in winter, Sundays,* 10–12 *and* 2–4, *Thursdays* 2–4. *Upon other days on application to the porter. Enter at the door before which are steps.*)

The Henry Museum, though small, is one of the most interesting in France. The French, Italian, Flemish and Spanish schools are represented by very valuable works. The statuary includes works of the Cherbourg sculptor, Armand Levéel.

The column standing in the square commemorates the visit to Cherbourg of the Duke de Berry in 1815.

By the side of the Hôtel de Ville is *Rue de la Paix.* From it there goes off obliquely on the left *Rue de l'Union* (opposite the Hôtel du Louvre, adjoining the Hôtel du Nord) At the extremity of this short street, one sees on the right the **Monument** to the memory of the sailors and soldiers who have died in the French colonies. A few steps past the monument there is, at No. 9, on the left, an entrance to—

Parc Liais,

named after its donor, Emmanuel Liais, sometime Maire of Cherbourg, who also left to the town certain adjacent buildings, in one of which is a **Natural History Museum.** (*Open Sundays,* 10–12 *and* 2–5 *in summer,* 1–4 *in winter ; Thursdays,* 2–5 *in summer,* 1–4 *in winter. At other times on application to the porter.*) Some of the collections are remarkably good, notably the geological specimens, the birds and the butterflies. Near a piece of water remote from the museum are *hothouses* containing an excellent collection of tropical vegetation. (*Open Sundays,* 2–6 *in summer,* 2–4 *in winter. On other days on application to the porter.*) The *Tower* near the statue of Emmanuel Liais may be ascended. It was used as an observatory by M. Liais, who for many years was director of the observatory at Rio de Janeiro.

Leaving the park at the point at which it was entered, turn to the right. At the bifurcation of the tramline take the left-hand branch. By following it one sees Rue Grande-Vallée, Rue François-la-Vielle, Place de la Fontaine and Rue de la Fontaine, which contains fine shops, as does also

Rue Gambetta, to which it leads. By going to the left from Rue de la Fontaine, the tramway leads to *Place du Château* in the centre of the town, and near most of the hotels. Here is the **Theatre,** the most imposing building in the town. Adjoining it on the right is the **Levéel Museum** (*open free every morning except Monday, from* 10–12, *evening,* 2–5 *in summer,* 2–4 *in winter*).

At the corner of the street to the right of the theatre is the *Palais de Justice,* a very commonplace building. In the rear of it is the prison. The street between the theatre and the Palais de Justice leads to **Place Divette,** on which fairs are held. As a mural tablet reminds us, here began the adventurous journey of the first men to travel through the air from France to England. They were the aeronauts Hoste and Mangot, and they set forth on the night of July 29–30, 1886, alighting near Tottenham.

From Place Divette the Rue des Halles leads to Rue des Tribunaux and Place du Château. A few steps to the right take one to **Quai Alexandre III,** and this followed to the right takes one to the station.

Excursions from Cherbourg.

From Cherbourg several interesting excursions can be made. Visitors requiring information respecting them are recommended to apply at the Inquiry Office, Rue François-la-Vielle, or to obtain the Guide published by the local "Syndicat d'Initiative."

Urville is reached by tram from the station. On the way are passed the naval barracks and parade grounds, and several fortresses constructed for the protection of the Querqueville end of the Breakwater. Urville itself is not of particular interest except as a typical, modern Normandy village, but the excursion will well repay the tourist.

Proceeding in the other direction from Cherbourg take tram near station for **Tourlaville.** The old castle (*admission, one franc*) formerly belonged to the Kings of France, but was sold to replenish the State treasury. The history of the château is of great interest, and the view to be obtained from its windows is alone worth the journey.

By motor-bus one can visit the **Cliffs of Jobourg** and **Auderville, St. Martin** and **Omorville.**

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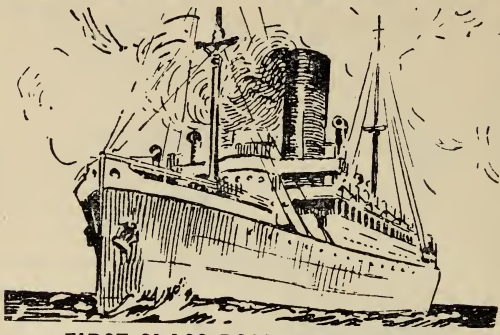

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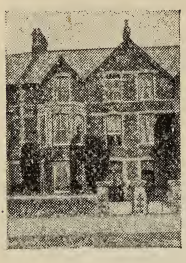

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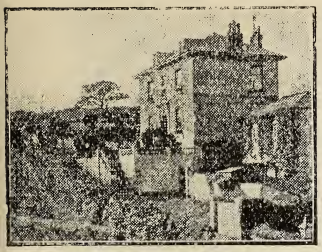

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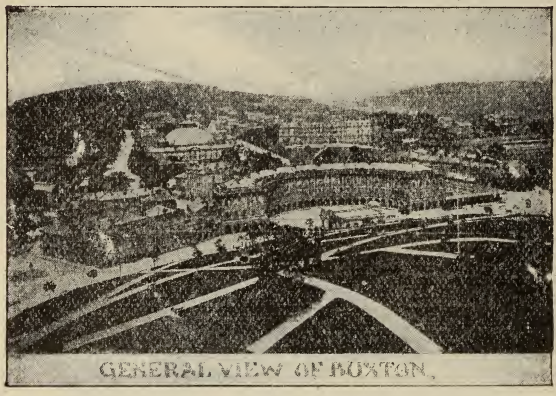

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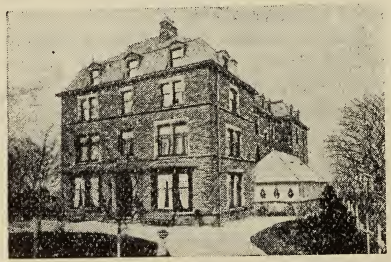

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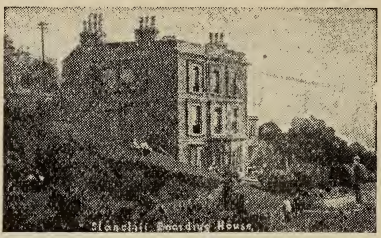

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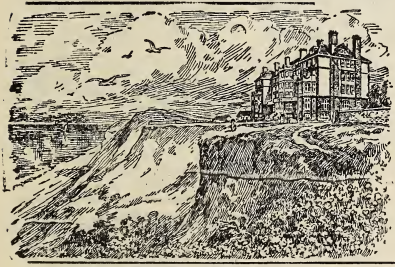

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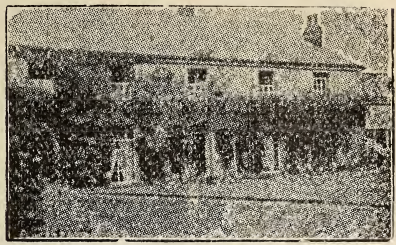

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(See pages 13, 17 30, 36, 37, 52, 68, 69).

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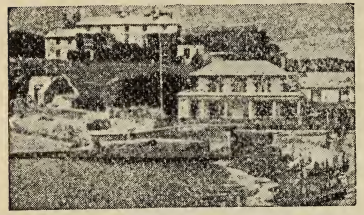

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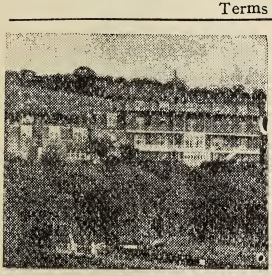

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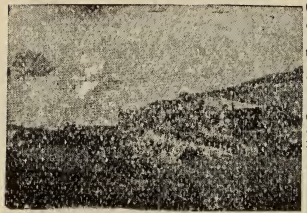

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Isle of Man

(See pages 25, 53, 54)

Isle of Wight

(See pages 54, 55, 67)

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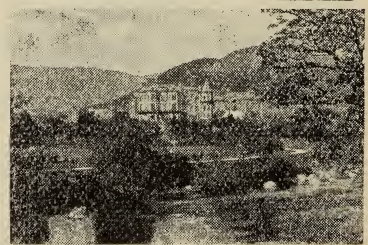

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Motor & Coach Excursions to all parts. Motors for Hire. Garage. Petrol. Personal Supervision. 'Phone **77**. For Tariff apply E. W. ROBERTS, Proprietor.

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Leamington Spa—Hawthorn House **Bdg Estab.,** Leam Terrace Nr. Jephson Gardens, Pump Rooms, P.O., and Church. Smoking Room Terms Stamp. Apply Misses M. & E. STENT, Proprietresses.

Leamington—Lothians Boarding House, Leam Terrace.—Near Pump Room, Baths, and Gardens. Comfortable. Good Table. Moderate Charges. Mrs. A. NETTLEY, Proprietress.

Leamington—Lachine **Private Hotel,** Newbold Terrace.—Overlooking Jephson Gardens. One minute from Pump Room and Baths. Lounge. Garage.
Apply for Terms, Mrs. ASSINDER, Proprietress.

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HIGH-CLASS. FINEST POSITION.

Accommodation for 150 Guests. Electric Lift.

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Electric Light.
Two Lifts.

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Private Garage.

140 Rooms.
'Phone 391 (3 lines).

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Boarding House. Promenade, facing Sea. Splendid View of Bay and Ormes Electric Light. Picnics, Motor and Coach Parties arranged. Moderate Terms. Mrs. E. L. PARRY.

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Recreation Room. Billiards.
Electric Lift. Tel. Add.:
"Middwood."

THE CRAIG-Y-DON
BOARDING ESTABLISHMENT (Temperance).

Near
Tennis Courts.
Accommodation for 200 Visitors.
Misses MIDDLETON & WOOD.

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Accom. 250 Visitors. Ballroom. Entertainments Each Evening.
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S. Aspect.

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Beautiful
Mountain Views. Electric
Light Throughout. Moderate Terms.
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LLANDUDNO.—First-class Private Hotel.—Centre of Grand Parade. Facing Sea. Close Links, Pier, Pavilion, &c. Lounge.
Sep. Tables

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Electric
Light Throughout.
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Situated on Promenade, Centre of Bay. Most bracing part of Llandudno, & commands a beautiful View of Sea & Mountains. Two mins. from Grand Theatre. Near Pier, Pavilion, Golf Links, Tennis, Cricket, & Recreation Grounds All the Rooms are good, & command fine Sea or Mountain Views. Sanitary Arrangements Perfect. Tariff on Application Tel. 260. Under Management of Misses LAWTON.

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1000 Rooms. Orchestra Daily in Winter Garden.

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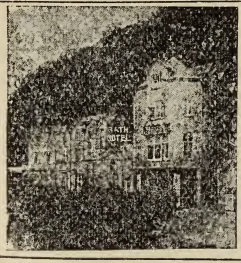

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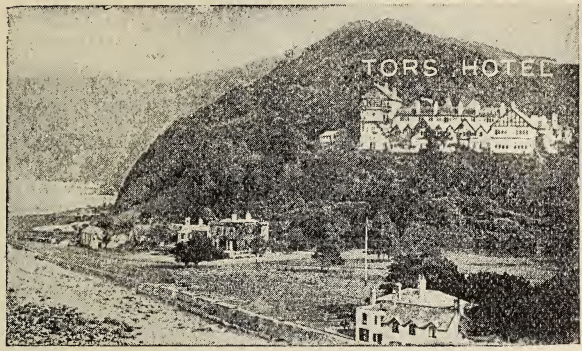

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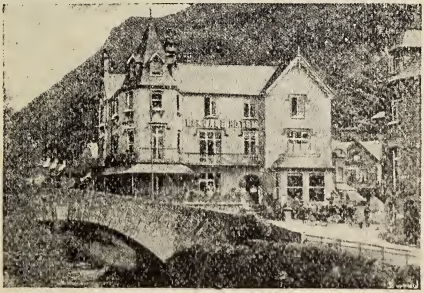

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New Garage for **30** Cars adjoining the Hotel. Petrol.
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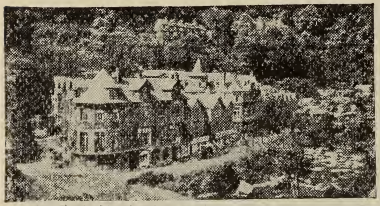

Central for Watersmeet, Doone Valley, and All Places of Interest.

Close to Sea and Cliff Railway connecting Lynton.

Minehead Coach Passes Door.

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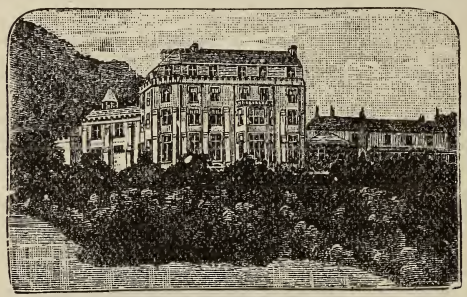

500 Feet above the Sea. Ornamental Grounds, 9 Acres, Overlooking Sea.

Elec. Light Throughout. Table d'Hôte, Reading and Drawing Rooms. Newly constructed Lounge, with Loveliest Views in England. 'Bus meets trains. Motor Coaches Daily to Minehead and for Excursions.

Stag and Fox Hunting. Fishing. **Motor Garage.** Moderate Tariff.

'Phone 48. Telegrams—'Castle, Lynton." TOM JONES, PROPRIETOR.

LYNTON, N. Devon.

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HIGH-CLASS Boarding Establishment. Beautifully situated in Own Grounds, on the sunny side of a hill, about 400 feet above, and facing Sea; commanding Finest Views of Sea and Coast, River Lyn, and far-famed Watersmeet Valley. **Tels., "Fairholm."** Also

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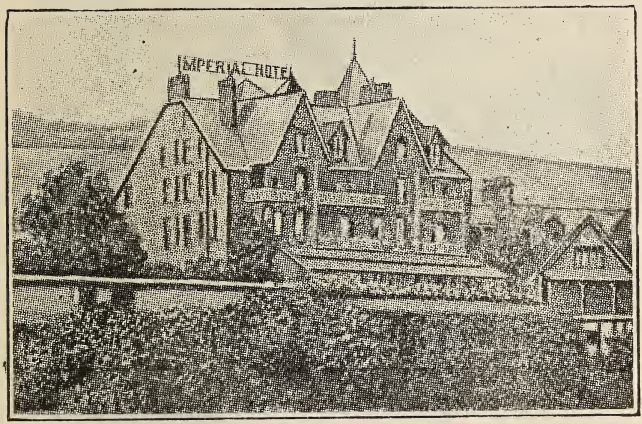

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The following are Organised for Guests' Entertainment: **Indoors.** Dancing, Billiards, Badminton, Bridge, and Library. **Outdoors.** Tennis, Fishing, Boating, Hunting and Riding Lessons. The Best Bathing in the district (Lee Bay) adjoins Grounds. Lynton Golf Links is only ¾-mile from Lee Abbey.

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Home-grown Produce from Glorious Old World Garden.
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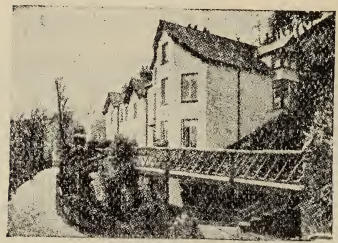

LYNTON, N. Devon.

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FIRST-CLASS. Situated in the **Famous North Walk.** Rebuilt and Redecorated. Sanitation Perfect. Stands in Own Grounds, 500 feet above and facing Sea. Electric Light Throughout.

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FINEST POSITION IN MALVERN.

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Beautifully Situated in Own Grounds. Nearest Hotel to Station, Manor Park, Malvern College for Girls. S. Aspect. Elec. Light Throughout. Sanitary Arrangements Perfect. Ten mins. Hills, Public Gardens, Churches & Golf Links. Heated Throughout, Handsome Lounge. Ex. Winter Home. Private Sitting Rooms. Write for Descriptive Tariff with Local Views.
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Private Hotel.—Centrally situated. In Own Grounds. South Aspect. Heated in Winter. Magnificent views of the Hills and Severn Valley.
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First-class Family and Residential. (Fully Licensed.) Finest Position on Sea Front, close to Palm Bay. Fine Tudor Hall Lounge. Large Dining Hall. Comfortable Drawing & Reading Rooms. Billiard Room. Elec. Lift to all Floors. Open all the Year. 'Phone **118.** Tels., "Hotel Florence, Margate." Mr. & Mrs. W. JAMIESON.

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GOOD-CLASS FAMILY. Spacious Lounge and Dining Hall. 'Phone **402.** E. T. FASHAM, LTD.

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Near Sea, Oval Bandstand, and Bathing.

ACCOMMODATION FOR 150 GUESTS.

FAMOUS FOR ITS CATERING AND SERVICE.

COMMODIOUS and Well-appointed Dining, Drawing, Billiard, Smoking and Recreation Rooms; Lounge and Winter Gardens. **Ladies' Orchestra** during Season and Holidays. This Establishment has been open continuously for over **20** years. Proprietors, Trustees of late W. STOCK. MANAGERESS, MRS. E. C. STOCK.

'Phone No. 166 Margate. **Telegrams—"Northdown Hall, Margate."**

Cliftonville, Margate—**Dalkeith.**—Ideal Position. Commanding absolutely Uninterrupted Sea Views. High-class and Replete with every Comfort. Tels., "Stoddart, Margate." The Misses STODDART.

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ESTABLISHED 1853.

ONE of the largest and most complete in the Kingdom, extensively patronised all the year round by Pleasure-seekers as well as those requiring Hydropathic Treatment. Daily average of Visitors, over **240.** An unrivalled suite of Hydropathic Baths, including an up-to-date installation of Electrical Appliances. **Consulting and Resident Physicians.** A large Staff (upwards of 50) of trained male and female Nurses, Masseurs, and Bath Attendants.

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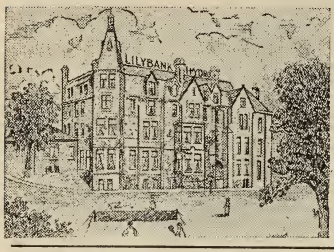

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Bracing. Health & Pleasure Resort the year round. Recently Enlarged. Extensive Grounds. Ex. Cuisine. Elec. Light Throughout. Central Heating. All Hydro Baths Free to Visitors. Garage, Six Lock-ups. Tennis, Bowls, Croquet, Billiards. Terms Moderate. 'Phone **81.**

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IMMEDIATELY Facing Sea. Commanding Extensive Views of the Bristol Channel, North Hill, Moors, Golf Links, &c. Balcony extends entire length of Hotel. Electric Light. Baths (H. & C.). Private Sitting Rooms if Required. Under Personal Supervision. **Nearest Hotel to Golf Links.**

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Tariff on Application. F. STEVENS, PROPRIETOR.

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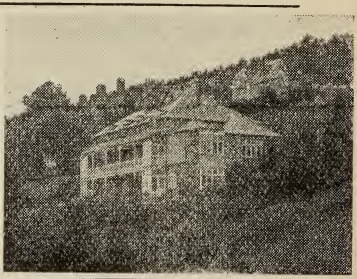
BEACONWOOD.

PRIVATE Residential Hotel. Beautifully Situated on the North Hill. Standing in Own Grounds, Facing due South. Highest and Best Position in the District. Magnificent Sea and Land Views. Close to Pine Woods. Billiard and Smoking Rooms. Tennis in Own Grounds. Every Comfort. Electric Lighting. **Excellent Cuisine.** Centre for Meets of Staghounds. **Garage. I. P. Good Stabling.** Tariff on Application to PROPRIETOR. Special Terms for Winter Visitors.

Tels., "**BEACONWOOD.**" 'Phone **32.**



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Under New Management. First-class Tourist House Finest Garage in the Wye Valley. Table d'Hôte 7.30 p.m. Separate Tables. Finest Cuisine and Wines at Moderate Charges. Tel. **10** Monmouth.

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FIRST-CLASS. Largest in District. Electric Light. Close to Sea. Good Beach. Bathing and Boating. **Close to and Nearest to Splendid Golf Links (18 holes).**

Motor Garage.

Station—Helston.

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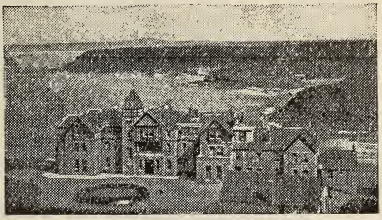

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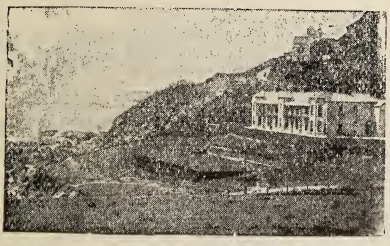
POLURRIAN HOTEL.

FIRST-CLASS. Stands in its Own Grounds of 4 acres. Replete in all Modern Appointments. Large Lounge. Electric Light Throughout. Facing Sea. Good Boating and Fishing. Splendid Sands. Near Excellent Golf Links (18 holes). Visitors driven to same free at stated times. Garage. **Terms Moderate.** Apply MANAGER.

MORTEHOE, N. DEVON. **'WATERSMEET'**

First-class Private Hotel.



Charmingly situated in Own Grounds, adjoining Sea & Beach, with private path. Close to famous Woolacombe Sands. Elec. Light Throughout. Good Bathing. Motor meets trains by appointment. Tennis, Croquet and Bowls. Golf Links (18-hole). South Aspect. Highest references in Visitors' Books. Mod. and Inclusive Terms. 'Phone **3** Woolacombe.

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Boarding Establishment.

Standing in Own Grounds, leading to Bathing Beaches, Overlooking Sea. Good Accommodation for Families. Every Comfort. Personal Supervision. Golf. Shooting. Special Winter Terms. Private Suites of Rooms. Also Furnished House to Let.

For Tariff apply
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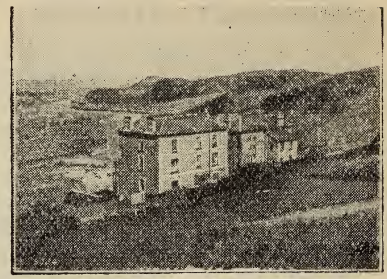

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64 to 68, OSBORNE RD., JESMOND.

This Commodious Hotel forms an Up-to-date Residence with conveniences of ordinary Hotel. Tels., "St. Margaret's, Osborne Rd., Newcastle." 'Phone 453 Jesmond.

New Forest

(See page 40)

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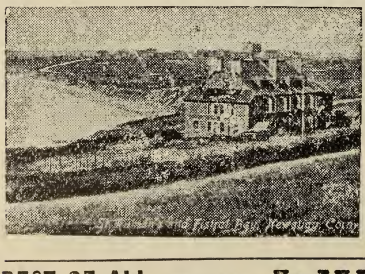

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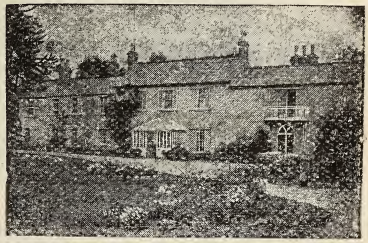

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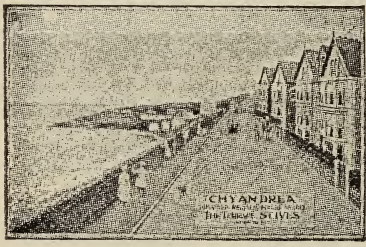

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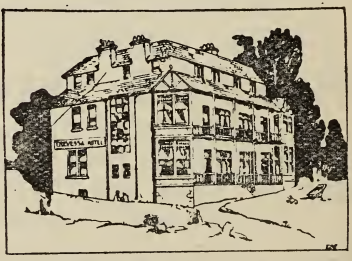

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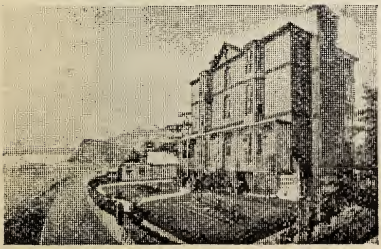

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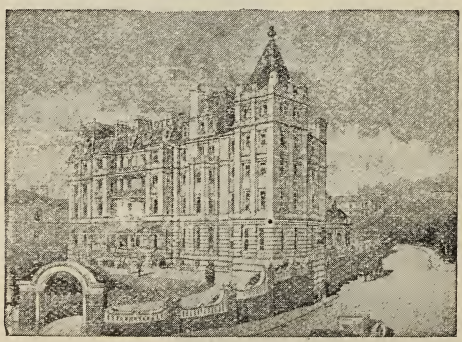

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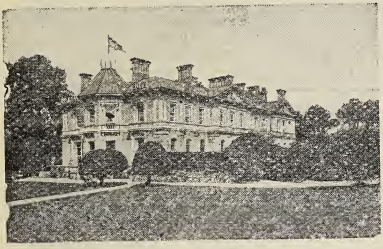

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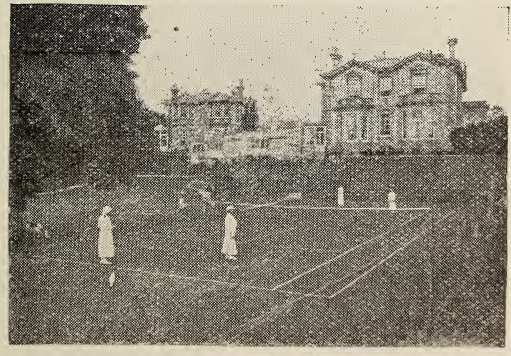

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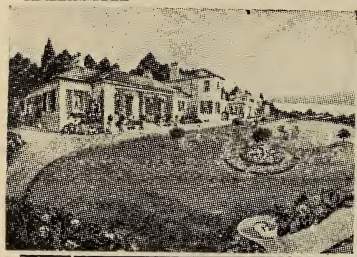

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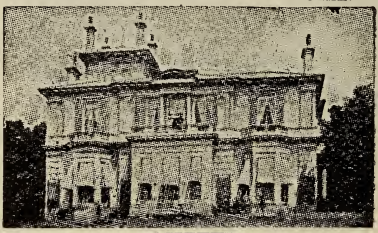

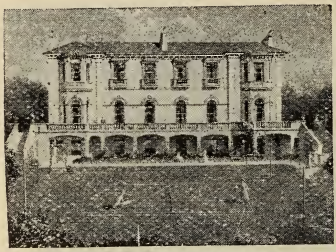

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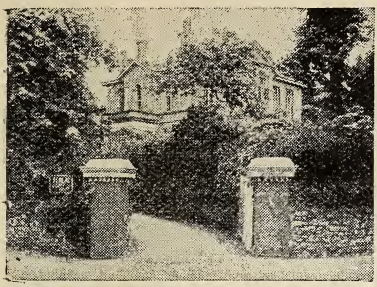

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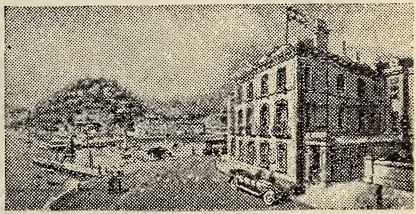

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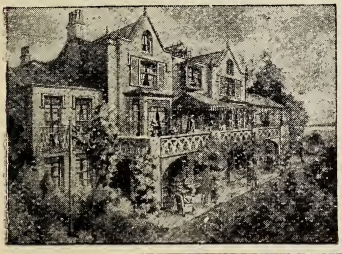

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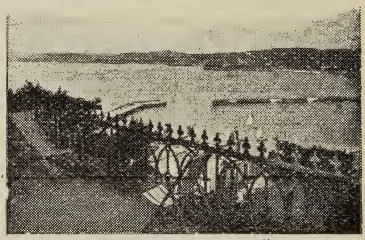

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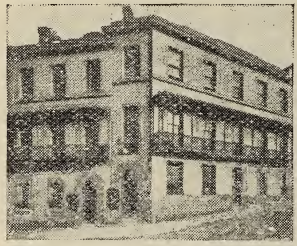

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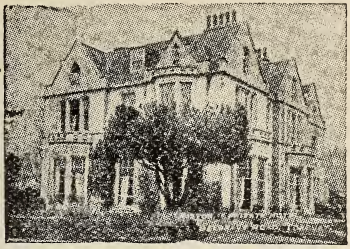

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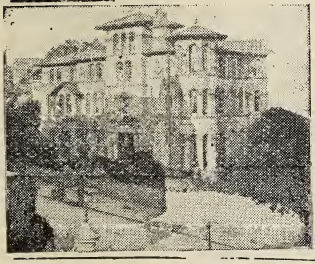

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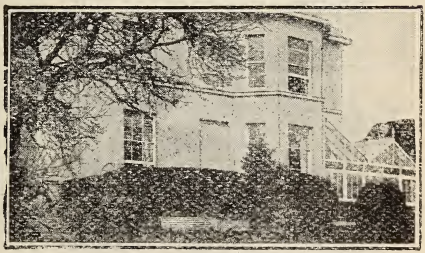

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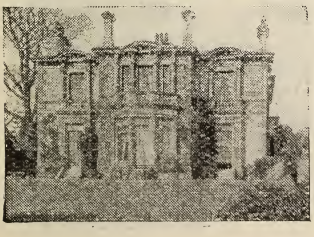

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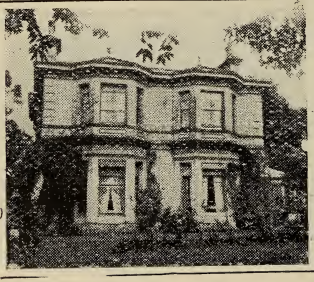

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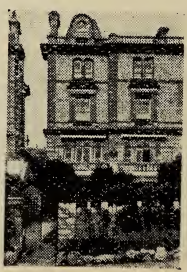

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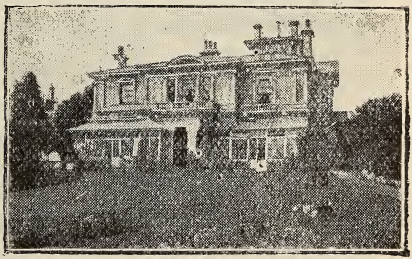

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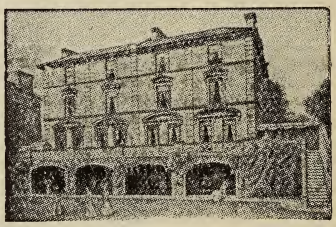

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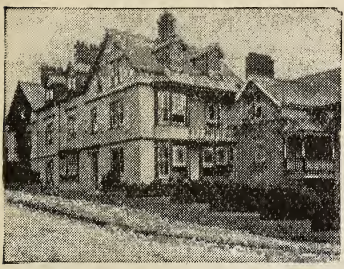

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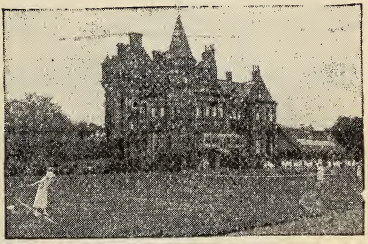

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